

The Motor Cycle

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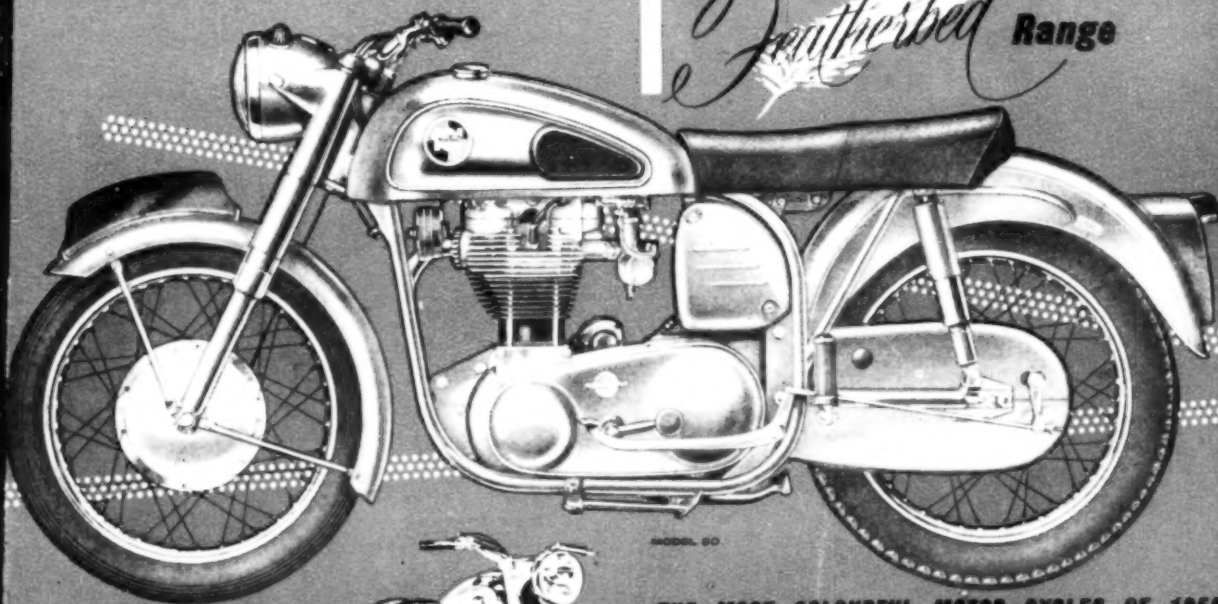
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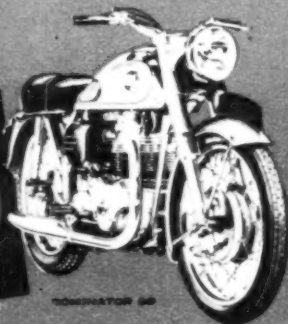


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THE MOTOR CYCLE

VOLUME 101 NUMBER 2894

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THURSDAY
2 October 1958

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Assistant Editor
GEORGE WILSON

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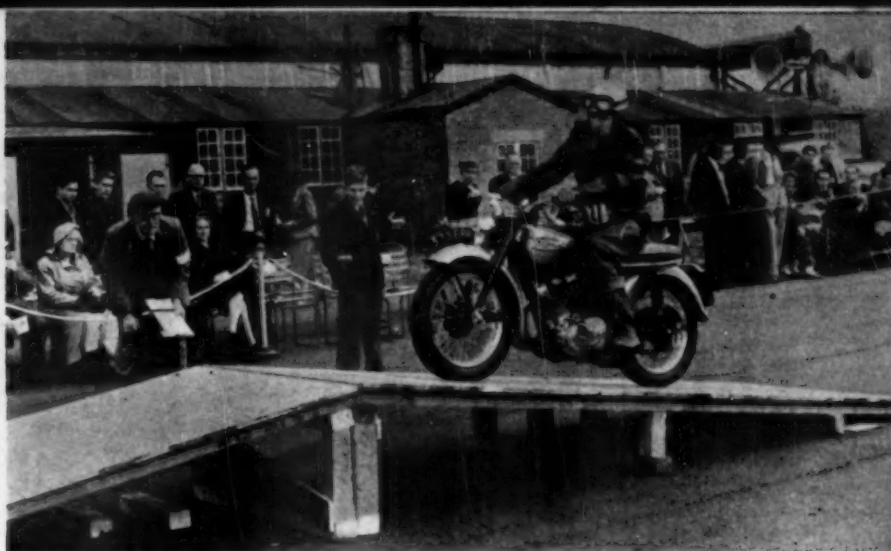
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At the finals in the Metropolitan Motor Cyclist of the Year competition held last Saturday D. Rickard, of the Tigers (Greys) Club, rides the ramp. A report appears on page 424

'Ware New Surfaces

RAIN during this past summer has done more than spoil the crops. New-laid road surfaces can also be disrupted by storms, and there has been an unusual spate of storms this year. Near London last week havoc was caused on a stretch of trunk road on which, in the course of a single day, at least two motor cyclists had their cheeks cut by flying stone chips and more than 30 car windscreens were shattered. Similar, if less drastic, experiences have been reported from other areas. Road users have blamed the authorities for using chippings, and the authorities have criticized road users for not reducing speed on surfaces freshly laid.

To give a satisfactory surface dressing, a binding agent must be sufficiently fluid to wet the chippings when they are spread and rolled in, and sufficiently viscous to hold the chippings against the action of traffic when the binder has cooled to road temperature. These considerations, among others, limit the range of viscosity that can be used for any season in normal circumstances, and almost for any day when extremes occur in rapid succession. It has been suggested that chippings need not be used at all; but smooth, black bituminous surfaces are not held in universal favour, chiefly because they become slippery when the oil-and-rubber film on them becomes damp. Research into improvements in surface-dressing technique proceeds apace. Meantime, until perfection is achieved, damage from flying stones can be avoided only if road users exercise patience and appreciate that speed reduction is essential on any new surface.

Read it First

ACCCEPTING facts at their face value—blindly even—is a common human failing. Hence the warning given by an insurance clerk in the correspondence pages of this issue should be heeded by all enthusiasts. Our correspondent says: "He should be most particular when filling in a proposal form since any wrong answer could possibly invalidate the contract and leave him uninsured at the time of an accident." The warning is addressed to you—to any enthusiast entering into an insurance agreement.

Surprising though it may seem, there are enthusiasts who have been riding for many years yet have never read their insurance policy through from beginning to end. As indicated by letters we receive almost every week the simple fact that, for example, a standard comprehensive insurance policy does not provide cover for a pillion passenger is appreciated by only a minority. The need for careful reading of so important a document cannot be too highly emphasized—if only on the principle that it is as well to know what you are paying for.

OCCASIONAL COMMENTS

By "IXION"

American Touring Impressions

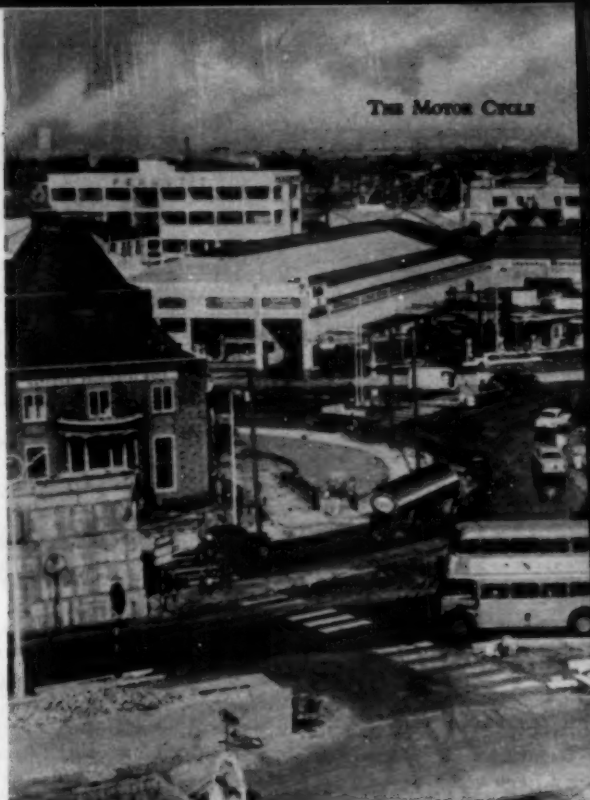
A NATIONAL association asks Americans who visit these isles on holiday to report their impressions so that we may cater for them according to their liking. They adore our landscapes. They adore our antiquities. Best of all they think *we* are delightful—always pleasantly friendly, eager to help but never aggressive by thrusting ourselves upon them. That seems just about the end of their likings. They loathe our plumbing. They haven't a good word to say about our trains. They think our food is disgusting (unless you know where to go for it) and on that topic our road books can be misleading. Our "warm, flat beer" is a tragedy. Most of our roads are "fit only for cyclists" (I fancy this means it isn't safe to exceed cycling speeds over them?). Oh, I had nearly forgotten—they are beginning to like our tea (possibly that is a mere reaction from our coffee which normally leaves them speechless). They resent the manner in which hotels keep meal times to such narrow limits (so do we, but the Catering Wages Act is almost entirely responsible for such inconveniences). They still wonder how we can possibly consume large piles of Brussels sprouts and there is not enough variety about our desserts (in the U.S.A. "dessert" just means any course which follows the main dish).

Scottish Fare

FOUR undergraduate pals of mine have been holiday-making in the far north of Scotland on a walking-reading tour. They put up at a crofter's cottage. The very first day they got lost on the mountains and, instead of returning for high tea at 5 p.m. as promised, got home ravenous by moonlight about 11 p.m. The fellow who still had a little breath left ran on ahead to warn the hostess they were starving. He was drooping dejectedly as he welcomed his pals when they arrived. "All the old hag's got is a rabbit pie and a cake!" But their backs straightened up when they found that there were four rabbits in the pie while the cake was of large, wedding size.

White Roads

THE season of shrinking daylight is upon us. The era of constructing a new trunk road system has already begun. It is worth devoting a little thought to the *colour* of our roads. In daylight it is not terribly important except in our brief periods of bright sun, when a light-coloured road tends to increase glare. In countries where glare is present for most of



THE MOTOR CYCLE

the year I suppose green roads would be the best: they could be cheaply secured by tinted concrete. Our trouble in Britain is that we hardly ever get enough sun to produce glare. So by day we want a colour that harmonizes with the scenery. Black bitumen and grey tar macadam do not so harmonize. Cream concrete is better but it increases glare. At night the main virtue of a road colour depends on the ease and clarity with which it silhouettes people and vehicles with the aid both of vehicle lamps and of street lamps. Imagine how enormously lighting could be reduced, both on vehicles and on standards, if we always drove on freshly fallen snow! We could then almost dispense entirely with road lighting of every type.

Prehistoric Road Lighting

BELIEVE it or not, when I bought my first motor cycle many cars used candles in their sidelamps. All tail lamps were of the oil type. The most powerful motor-cycle lamp available was the Lucas with a lin wick. In a year or two we imported German acetylene lamps. They were pretty bothersome as they were attached to the machine by spring-loaded hinges and, when the joggling of the springs was added to the vibration of an unsprung front fork, solid rear frame and 2in tyres over waterbound macadam hammered by innumerable iron tyres and iron horseshoes, the drip-feed generator had a tough time. Yet in those days night riding was a genuine pleasure. In some ways it was preferable to daylight riding. There were fewer terrified horses at night. The roads showed up white in the lamplight and every obstacle was silhouetted. One could spot a rabbit or a cat a long way off, while a pram or a handcart loomed up as a large black lump long before you got to it. The street lamps of the period were far too feeble to dazzle even a butterfly. They consisted of small



The changing scene. This panoramic view of the roundabout and partially completed flyover at Great West Road and Chiswick High Road, London, is a pointer to the future. The flyover is scheduled to be completed in August next year

tongues of either oil or gas flame, were very widely spaced and exercised no special function except to guide drunkards.

House Agent's Advertisement

"FOR sale at great sacrifice, BUNGALOW, as new. Delightfully situated on a roundabout . . ." I am well aware that some roundabouts are located in the depths of beautiful country, but still . . .

The Safety Trilby

CAR accidents produce more fractured skulls than motor cycles produce. Car owners are even more self-conscious than we are. Nothing will induce them to wear a safety helmet in a closed car though, of course, it looks rather fetching, doncherknow, in an open TR3 or MGA. So the firm which produces headgear for males under the trade name of Christie has devised a safety trilby. It has a thickish pad of foam rubber over the brow. A ditto in the crown. A strip of ditto is substituted for the usual sweat-band. The snap brim is made rather thick and is intended to fold down over the face just before the face collides with the windscreen. I very much doubt whether these pieces of foam rubber can be anything like so effective as the dome of our helmets. However, if you personally, dear reader, are too coy to wear the headress scientifically designed for you, then you can get a Christie trilby for about £2 10s (and add a chinstrap to it).

Traffic Grumble

THE following quote is a complete paragraph from a letter from a man who for years past has practically lived on two wheels, either at home or abroad: "Two traffic bothers

are on my mind at the moment—mopeds and scooters. The former are shockingly noisy and the latter are always driven over-fast in traffic. It looks as if the old familiar cycle is starting up all over again—it begins with an attractive little lightweight and rapidly builds up into another heavyish motor cycle. Scooters seem to be galloping that way." I can see no reason why scooters should be driven "over-fast in traffic." I can only suppose that many of their owners are comparatively inexperienced, that the models don't relish low traffic speeds in top gear and the owner doesn't like changing down. But several of the best scooters now have four-speed gear boxes and there is no cause to dislike third gear in traffic. Maybe scooter popularity has to some extent transfigured urban traffic streams. Time was when urban traffic consisted almost wholly of assorted four-wheelers. Today the handy little lightweights fill up many of the interstices between four-wheelers and the car driver finds them less easy to spot out of the tail of his eye than a car or van? If that is the cause, greater caution and courtesy on the part of scooterists would seem to be the remedy.

Danger of Statistics

STATISTICS, rashly handled by careless or ignorant people, can do a deal of harm. The other day a paragraph in a lay paper caught my eye. It drew attention to the serious increase in motor-cycle accidents during the previous 12 months, citing separate totals for the past two years. At a glance the charge seemed to be established. But in sober fact there was a big increase in the total number of motor cycles on the road, consequently the writer's figures actually meant the opposite of his interpretation. With a large increase in the number of riders a far greater casualty list might well have been expected.

No Doubt

**Czechs Win International Trophy
ance in the 33rd International**



Above: Heart-stopping moments for Vladimir Sedina (344 Jawa) of the Czech Trophy team on the Wednesday afternoon as he strives to trace the source of an intermittent misfire. Right: "Achtung!" warns a flag marshal, at the bog encountered between Hollenstein and Oberau on Tuesday's run. Ahead is Hermann Wagner (175 Express), followed by Harald Uhlig (174 D.K.W.). Fourth in this group is Jack Simpson (248 Greeves)

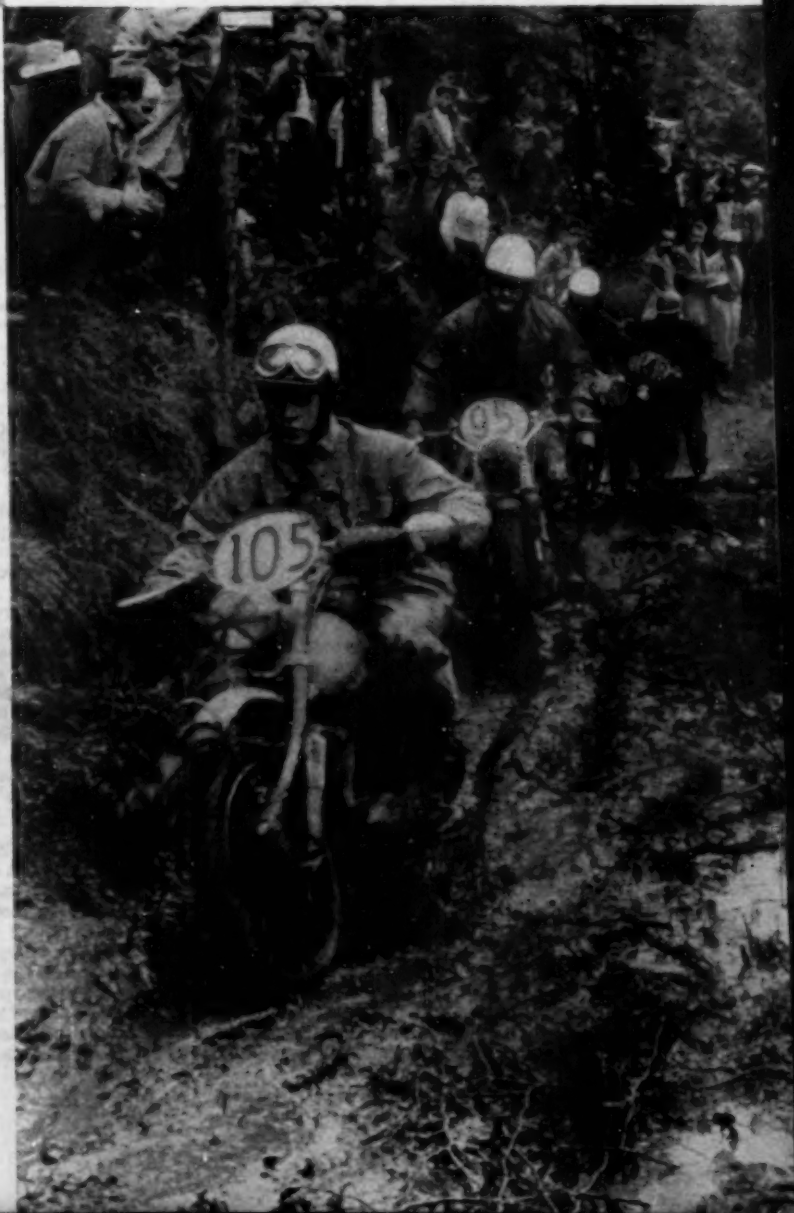
IN the 33rd International Six Days' Trial held in Bavaria last week Czech riders swept all before them. With a demonstration of carefully organized skill they won the International Trophy for national teams of six, the Silver Vase for teams of four, and their four manufacturers' and two club teams all came through without losing a single mark. Furthermore, all 20 Czech riders entered gained gold medals for finishing unpenalized—a performance rarely, if ever, equalled in the annals of the great trial.

The Czech Trophy team comprised S. Klimt (248 Jawa), A. Matejka (248 Jawa), Z. Polanka (175 CZ), J. Pudil (175 CZ), B. Roucka (125 CZ) and V. Sedina (344 Jawa). Members of the victorious Vase B team were F. Darebny (123 CZ), A. Roucka (123 CZ), A. Zemen (175 CZ) and S. Stastka (175 CZ).

Second in the Trophy contest was Italy and third West Germany. Seven teams, representing Czechoslovakia, East Germany, West Germany, Great Britain, Italy, Sweden and the U.S.S.R. were entered but the Russians did not start. Runners-up for the Vase were Poland A, with Czechoslovakia A third and Austria A fourth; 18 teams started.

Britain's luck was out. One member of each of the two Vase teams retired on the first day and a Trophy team retirement on the second day put the Britons right out of the running early on. However, three manufacturers' teams, Ariel, Matchless and Royal Enfield, finished intact and 17 British riders gained gold medals.

Of the 213 starters 143 finished. Gold medals were won by no fewer than 109, and silver medals (up to 25 marks lost) by 18. Bronze medals (for other finishers) were gained by 16.



About These Wins!

**and Silver Vase, and Put Up a Remarkable All-round Perform-
Six Days' Trial Held in the Mountains of Bavaria Last Week**



Trial headquarters were at Garmisch-Partenkirchen which was the venue also in 1956.

The trial started on Monday of last week in torrential rain which persisted throughout the day. Much of the cross-country going was so boggy that extensive route diversions had to be made and the two-lap distance was thereby reduced by about 35 miles to just under 200. Riding conditions could hardly have been more wretched and on all sections of the route except metalled roads a machine prepared for a half-day sporting trial, but fitted with Sports tyres, was far more suitable than a machine in I.S.D.T. trim. The majority of the 28 who retired were halted by water-logged ignition systems. Many others owed their clean records to the fact that the reduced route length automatically gave more time to cover some of the sections because it was not practicable to adjust competitors' riding schedules to match the shortened course.

As described in last week's issue, Britain's Trophy team and those from Czechoslovakia, East Germany, West Germany and Italy were unpenalized; only the Swedish team lost marks. Ten of the 18 Silver Vase teams which started were in the clear; unfortunately, each of the British two dropped 100 marks through the retirements of Roy Peplow (498 Triumph) owing to gear selector trouble and Jim Sheehan (499 Velocette) with a slipping clutch. Other British retirements were Miss Olga Kevelos (175 CZ), Bryan Povey (499 B.S.A.) and Michael Martin (499 B.S.A.). Mild food poisoning caused Sammy Miller to collapse just before the start and his place in the Ariel team was taken by Tim Gibbes.

MONDAY'S RESULTS

International Trophy.—Czechoslovakia, East Germany, West Germany, Great Britain and Italy, no marks lost. Sweden, 83.

Silver Vase.—Austria A and B, Czechoslovakia A and B, West Germany B, Italy B, the Netherlands, Poland A and B and Sweden, no marks lost. Switzerland, 1; West Germany A, 24; East Germany, 62; Great Britain A and B, 160; Italy A, 208; Spain B, 314; Spain A, 331.

Starters.—213. Retirements.—28. Finished without Penalty.—160.

Tuesday—Second Day

AROUND 11 o'clock Brian Martin (499 B.S.A.) pobbled quietly into the busy Bad Kohlgrub time check, 20 miles or so before the lunch stop. He had more than a quarter of an hour to spare. His

engine was as healthy as ever. When he came to restart he had the shock of his life.

Gentle depressions of the kick-starter became frantic swings but the engine refused to fire. The minutes ticked by as he checked the plug, the h.t. lead, the contact breaker. Everything seemed to be right but the ignition remained dead. Eventually he had no option but to retire. Britain's hopes in the Trophy contest faded. Martin's absence would cost 100 marks a day—500 by the end of the week. And to add insult to injury, the engine started fairly easily when it had been brought back to headquarters in the evening!

Miraculously—it seemed—the all-permeating rain had stopped by dawn and although the roads were wet and the air was chilly it was a heart-warming relief to be able to see the surrounding mountain peaks and odd patches of clear sky.

The 128-mile route, to be covered twice, was almost due north of Garmisch-Partenkirchen and slightly west of that used the day before. Because much of the terrain remained so completely saturated, two major diversions, which lopped 12 to 15 miles off the day's stint, had to be made. Again there was no corresponding reduction in the time allowed competitors. Moreover, erring on the ultra-cautious side, the clerk of the course decided, as on Monday, to impose the slower, wet-weather schedules.

In spite of the 36 hours of almost continuous rain and the open-air parking in the closed control at night, few machines were reluctant starters. The only rider seen in real difficulty was Terry Cheshire (248 Royal Enfield) who used the pedal for the full two minutes allowed and then, having incurred the standard penalty of one mark, pushed some way before he got going.

Within about eight miles, between

Oberau and Oberammergau, the famous passion-play centre, the course took riders up the notorious Ettaler Berg, a climb included in German I.S.D.T. routes on a number of occasions since more than 25 years ago. It caused serious delays in 1956.

With such a reputation the Ettaler Berg drew a very large crowd but they were to see a series of high-speed climbs with rarely anything more disturbing to the pulse than a few slides and snakes. The hill is about a mile long and steepish and its surface is dotted with rock ledges. But the viciousness of the surface has been killed by an accumulation of rubble and small stones between the ledges. There was ample wheelgrip. Riders roared up in second gear, some so fast that they overtook others in true match-race style. By general agreement the fastest climb of all—morning and afternoon—was by the Belgian Alex Colin (247 N.S.U.); he must have been on full throttle in third gear!

Elsewhere the going was over miles of very muddy tracks, often through woodland. Riders and machines became even dirtier than on the previous day when the lashing rain washed off some of the mud.

Apart from Martin, one of the morning casualties was Albert Glassbrook (248 Greeves) who crashed, though not seriously. He managed to ride into the lunch control at Garmisch to have his abrasions and bruises attended to but was unable to tackle the afternoon lap. As Bryan Povey and Michael Martin had dropped out on Monday the Birmingham "30" Club team was completely sunk.

In brilliant sunshine among the luscious green valleys of the Ammergau Alps, the afternoon lap, fresh in mind from the morning, was a pleasant sporting ride without problems in maintaining the set speeds. However, it was the Army Motor Cycling Association team's turn to suffer disappointment. About six miles from the

refuelling stop at Peissenberg, Pat Brittain (248 Greeves) had to withdraw with suspected big-end failure.

Then, by the incredible bush telegraph to those miles out on the course, came the news that Garth Wheldon had stopped—for good—with the piston of his 249 c.c. James holed or disintegrated. That left five British manufacturers' teams intact—Ariel, Francis-Barnett, Greeves, Matchless and Royal Enfield.

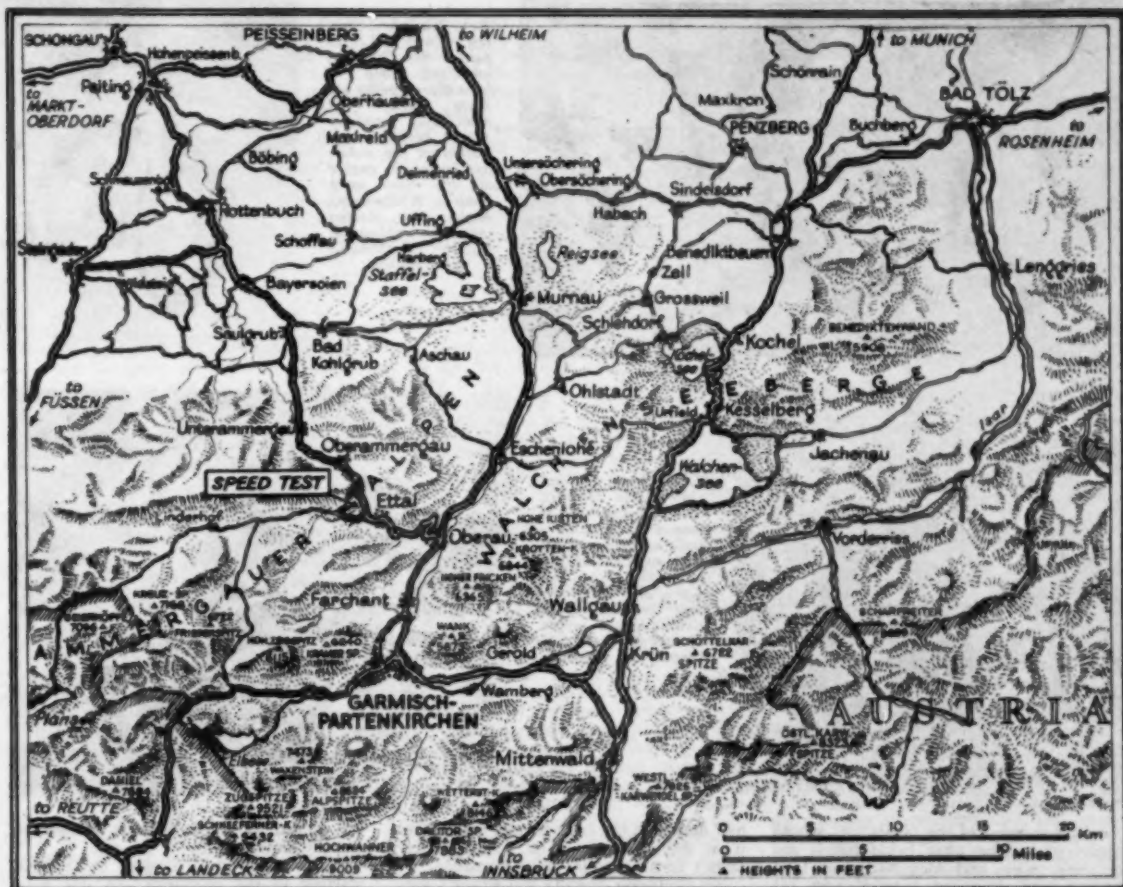
Bothers encountered by other British riders were minor. The tank rear holding-down bolt of Gordon Blakeway's Ariel fractured flush with the frame boss so that a replacement could not be easily fitted. He was carrying on with the tank secured by acrolastics. Two Trophy team men, Ken Heanes (649 Triumph) and John Brittain (346 Royal Enfield) were thankful for puncture-sealing compound when they found long nails in their rear tyres. Tim Gibbes changed a tube without losing marks when tyre creep caused the valve of the original tube to leak. On the whole, however, tyre worries were few and even the bold treads of Sports covers were wearing only insignificantly on the soft going.



Swift tyre changing is an essential factor in the I.S.D.T. rider's art. Here is Johnny Brittain at work outside the parc fermé after Wednesday's mileage

Left: Ignition bothers were frequent. Eugen Strohe (277 Maico) looks for sparks while Peter Fletcher (346 Royal Enfield) looks for grip on Hochkopf on Friday. Below: Agonizing moment just before Brian Martin (499 B.S.A.) of the British Trophy team retired with ignition trouble on Tuesday





Map showing the mountainous region of Bavaria, close to the Austrian border, in which the great trial was staged

The hard-luck story of the late afternoon was Sebastian Nachtmann's crash on the highway at the outskirts of Garmisch. His B.M.W. was too badly damaged to continue and the West German Vase A team lost its second rider.

With the British team 100 marks down, the East Germans losing three and the Swedes with 83 lost during Monday's run, the Czechs, West Germans and the Italians were left with clean performances to continue the battle for the International Trophy. The contest for the Silver Vase was more open with ten teams representing seven nations still unpenalized. On a national basis the Czechs were going remarkably well. All their teams entered were clean—one Trophy, two Vase, four manufacturers' and two club. No other nation was in such a strong position.

TUESDAY'S RESULTS

International Trophy.—Czechoslovakia, West Germany and Italy, 50 marks lost. East Germany, 3. Sweden, 43. Great Britain, 100.
Silver Vase.—Austria A and B, Czechoslovakia A and B, West Germany B, Italy B, the Netherlands, Poland A and B and Sweden, 20 marks lost. Switzerland, 87. East Germany, 62. Great Britain A and B, 380. West Germany A, 234. Italy A, 496. Spain A, 631. Spain B, 714.
Starters.—180. Retirements.—9. Finished without Penalty.—184.

Wednesday—Third Day

OVER a cup of coffee to a half-awake audience of one journalist, Harry Baughan, British team manager, said: "Now the trial starts." For the first time the normal dry-weather schedules were to be imposed and no route cuts were to be made. The time had come to taste the dish as originally intended by the clerk of the course, Otto Sensburg.

Later, in the cold but dry half-light of six to seven o'clock, machines were starting after rarely more than a few digs on the pedal. Everyone watched Terry Cheshire, whose 248 c.c. Royal Enfield Crusader had proved difficult and cost him a mark on Tuesday. The engine seemed lifeless for about 20 kicks then coughed and finally decided to catch on. The suspense had lasted little more than a minute but had seemed an age.

The nearest approach to big news came when Helmut Amthor (350 Simpson) of the East German Trophy team laboured with mounting frenzy while his engine refused to fire. But eventually he made it with 8s to spare and so kept his slate clean.

In the ten minutes allowed for adjust-

ments Ken Heanes (649 Triumph) changed his rear tyre and still had 5m 30s to spare. He worked with such skill that his movements seemed distinctly leisurely. Rarely has the job been made to look more easy.

Tuesday's lap in reverse had to be covered twice and, judging by Tuesday's experience, the tit-bit would be Katzentail, a longish climb just north of Oberau with the worst bit extending for about 250 yards. For the most part there was sufficient wheelgrip for some of the small-capacity two-strokes to stall through lack of power and at the most difficult part the track was no more than five feet wide. At times a dozen or so riders and machines were in a mêlée and would cause slight baulking. Many were helped along and could have been excluded for receiving outside assistance. No official action was taken: on a number of minor points the organizers had been turning a blind eye. The big crowd enjoyed the fun.

During the morning there were five retirements. One of them was Romano Crippa, whose 125 c.c. Capriolo broke a rocker near Uffing, thus shattering the clean record of the Italian Vase B team. Two of the others were British: John



Left: While Eric Chilton (646 B.S.A.) passes for lack of wheelgrip (and of breath!) scrambles ace Dave Curtis (498 Matchless) paddles past, keeping his weight in the saddle and letting the engine do the hard work (near Hollenstein). Right: Ken Hoanes (649 Triumph) speeds through Eschenlohe on Thursday



Left: Peter Stirland (346 Royal Enfield), of the British Vase B team, foots in leisurely style as he regains a main road near Krim on Friday. Right: Ken Langston (497 Ariel) uses one-day trials technique on a surface of mud and grass near Oberau on Thursday



Harris, a member of the James trio, whose engine packed up after being below par for some miles, and Alex Nicholson who crashed and damaged himself and his 248 c.c. Dot—not seriously but enough to prevent his carrying on. The mishap was caused by the large rubber-sheet cover for the carburettor coming adrift and getting involved with the rear chain. When the wheel locked, Nicholson was thrown off.

Only one member of the Army team, Bill Brooker (248 Greeves) was still going and he had lost three marks. It was a trifle exasperating for Capt. Mackenzie, the Army team manager, to remember that his reserve, 19-year-old Douglas Theobald (248 Dot), was unpenalized.

The full-treatment weather schedules and the entire course as shown on the route map failed to cause anyone serious time-keeping bothers. Although there was a good deal less of the leisurely atmosphere at the invariably crowded time checks, panic "straight-through-the-clock" visits were isolated thrills.

However, Vladimir Sedina (344 Jawa) was distinctly worried. He covered much of the afternoon mileage on one cylinder and spent every free moment tinkering with the ignition system. To his credit he was never late at a check and had more than ten minutes in hand at the finish. There he ran new cables from the flywheel generator up to the tank-top switch. By that time he had to report in with the job

half done and the hope that he could finish it in the morning. The Czech Trophy team's fortunes were in the balance.

An afternoon casualty was Frank Carey. His front brake plate fractured for no obvious reason—except that it was entitled to be "tired." Frank's three-fifty Royal Enfield is a 1953 model in its fourth I.S.D.T. and with numerous other trials to its credit. And for most of its hard life it has pulled a sidecar . . .

WEDNESDAY'S RESULTS

International Trophy.—Czechoslovakia, Italy and West Germany, no marks lost; East Germany, 3; Sweden, 5; Great Britain, 200.
Silver Vase.—Austria A, Czechoslovakia A and B, West Germany B, the Netherlands, Poland A and B and Sweden, no marks lost. Austria B, 20; East Germany and Switzerland, 4; Italy B, 160; Great Britain A and B, 200; West Germany A, 434; Italy A, 680; Spain A, 1,621; Spain B, 1,114.
Starters.—176. Retirements.—18. Finished without Penalty.—148.

Thursday—Fourth Day

ALL eyes were on Sedina. When he drew his machine from the closed control in readiness for the morning start he spent most of his ten minutes' allowance changing a rear tyre. Only perfunctory attention was given to the rewiring done the evening before. At the drop of the starter's flag Sedina gave a few prods on the kick-starter and his Jawa twin chimed in—on one cylinder. Then, momentarily, it got going on the other which belched a cloud of blue smoke. He pulled away with his engine sounding distinctly second rate

but within 700 yards or so it was singing merrily on both pots.

Terry Cheshire, dogged by difficult starting in the mornings and one mark down for exceeding on Tuesday the two-minute allowance, tried a new trick. He drained off then filled up with warm Castrol: the Royal Enfield was away in a few seconds.

It was a magnificent morning. The air was warm, the sun sparkling when it glared on the stadium from between the high clouds. The day promised well: sunshine, the faster, dry-weather schedules and almost exactly the planned 221 miles, although there were two route diversions. The general direction was north-east and some of the choice cross-country stretches were familiar from earlier routes but the sport would be better in the pleasant weather.

On the whole the route proved tougher than expected because the mud, being less watery than earlier in the week, was getting tacky and tiring to ride through. The many miles of woodland tracks were rapidly approaching their choicest condition.

Eight retirements and seven competitors with marks lost gives a false picture. There was no time to glance at the gorgeous pine forests and picture-book lakes. All round the course riders were noticeably pressing on and, when he checked in at the finish after obviously enjoying himself, Brian

Stonebridge, that arch scrambler who loves nothing better than to be forcing the pace over rough stuff, admitted that he had "Had to keep at it."

Only one mishap was of real significance. Ton Bakker (247 Maico) of the Netherlands Vase team lost time in the afternoon when he was north of Krün trying to repair a damaged rear brake. When getting along a trifle too smartly afterwards he ran off the track and finished up in a small river. He amassed no fewer than 41 marks and his team joined the other ten with a score. Seven Vase teams were still clean.

The tank of Gordon Blakeway's Ariel, held at the rear by aerolastics since Tuesday, was taking a hammering and giving cause for concern. Tim Gibbes and Ron Langston were likely to have similar worries because the rear bolts of their tanks had also fractured. Clips to provide a solid fixing were made for fitting next day and a special Jack Stocker preparation for stopping leaks was being concocted during the night.

Everyone else in the British party was going well and of the 35 who started, 21 were still unpenalized and well in the running for gold medals. Five British manufacturers' teams were clean.

THURSDAY'S RESULTS

International Trophy.—Czechoslovakia, Italy and West Germany, no marks lost. East Germany, 3; Sweden, 53; Great Britain, 309.

Silver Vase.—Austria A, Czechoslovakia A and B, West Germany B, Poland A and B, and Sweden, no marks lost. Austria B, 21; the Netherlands, 41; East Germany, 62; Switzerland, 162; Italy B, 206; Great Britain A and B, 406; West Germany A, 624; Italy A, 87; Spain A, 1,431; Spain B, 1,514.

Starters.—186. Retirements.—8. Finished without Penalty.—138.

Friday—Fifth Day

WITH 138 riders unpenalized and only one full day of rough-stuff riding left, it was reasonable for the clerk of the course to be concerned about the cost of gold medals. Last year in Czechoslovakia gold-medal winners

numbered only 25 out of a starting list of 246; in Germany in 1956 the figures were 117 and 313 respectively. There would, he decided, be no diversions from the planned course and the fast schedules would apply. If, on any hill, the failures bunched up and caused congestion, then let the rule of the survival of the fittest prevail.

Hochkopf would provide the fun, said the wisecracks. They were right. The track runs from Altlach on the southern shore of Walchensee and climbs to a height of nearly 4,500 feet. Before half a mile has been covered the muddy track is on a gradient of about 1 in 5. One particular section, perhaps 150 yards long, is even steeper and there, where the mud was really thick, the fun started.

To see the section when riders were tackling it on the first lap was to understand the wisdom of cutting it out of Monday's route when the torrential rain had made it a virtually impossible climb. As it was, in the dry, sunny weather of Friday riders of the calibre of Bob Manns and Dave Curtis on their extremely suitable Matchless were fully occupied in keeping going and arrived at the summit a lot warmer than they were at the lake-side. For lesser mortals on models without so much power in relation to their weight, Hochkopf was a tough proposition. Literally dozens were delayed, some of them long enough to be late at the next check, Krün.

Machines were shoved and lifted on their way by spectators and, as on earlier occasions during the week, many competitors should have been excluded for receiving outside assistance. The reek of burned clutch linings foretold serious trouble to come. For instance, Ernie Smith (249 Francis-Barnett), after the utmost difficulty in getting past the jam of riders and machines, had to contend with clutch slip just when he wanted to make up lost time; to add to his problems, his rear brake pedal



Leaving the check at Bad Kohlgrub on Tuesday, Eduard Lichtenberg (172 Maico) leads Oldrich Kloudinger (248 Jawa)

had been torn off earlier in the run. And Peter Baldwin's Greeves clutch was slipping when he arrived at Krün although, unlike Smith, he did not lose marks for being late. Jack Simpson, also on a Greeves, banged his leg on a tree when riding round a *mêlée*. He carried on in great pain but had to give up later.

An especially significant incident during the morning run was the mark lost, owing to two punctures, by Franco Saini (125 Gilera) of the Italian Trophy team. All the Czech and West German Trophy men

On the left Dante Mattioli (175 Gilera), of the Italian Vase A team, creates a bow-wave as he speeds through a stream near Achels on Tuesday. Right: Karl Wessel (172 Maico), No. 73, and Fred Bracher (250 Jawa) indulge in a spirited match-race near Altenau, also on Tuesday





The victorious Czech Trophy team faces the cameras after the speed test. From left to right the riders are Jaroslav Pudil, Bohuslav Roucha, Zdenek Polanka (CZs), Vladimir Sedina, Sasa Klimt and Antonin Matejka (Jawas)

were in on time. The Polish Vase B team dropped out of the running when Ryszard Potocki (174 Jawa) broke his frame.

Lunch-time gossip suggested that about half the runners had lost their gold medals but, of course, the seriousness of the Hochkopf hold-up was being exaggerated. When the mountain was tackled in the afternoon

the mud had dried out slightly and far fewer riders were delayed to any extent. But at least one clutch took exception to two sessions of abuse—Baldwin's. He weighs about 16 stones and his unhappy clutch lost him 50 marks.

Also a casualty was Doug Theobald (248 Dot). He pulled out a blown gasket and

Forest, lake and mountain form a backdrop for Arnost Zeman (175 CZ) of the Czech Vase B team as he heels round a turn on the road shirting the Walchensee on Friday afternoon



carried on quite successfully with a metal-to-metal cylinder-head joint. Then he had exactly the same bother as Alex Nicholson had had on Wednesday. The large rubber cover round the carburettor became entangled with the rear chain and the back sprocket was damaged beyond repair. He was out, after a really magnificent ride.

When issued in the evening the score sheets confirmed that Czechoslovakia and West Germany were left with clean sheets to tussle for the International Trophy. Only the Czech A, the West German B and the Polish A Silver Vase teams had lost no marks.

Towards midnight came an explosion. After a big pow-wow the jury ruled that, following protests about riders being helped along, and photographic evidence, marks lost on the first section of each lap would be ignored. It was a strange decision when, as mentioned earlier, the statutory penalty is exclusion and, further, no note was officially taken of the outside assistance on Hochkopf.

Immediately the whole complexion of the trial was changed. Italy as well as Czechoslovakia and West Germany were very much in the running for the Trophy and five Vase teams were clean.

FRIDAY'S RESULTS

International Trophy.—Czechoslovakia. Italy and West Germany, no marks lost. East Germany, 103; Sweden, 183; Great Britain, 406.

Silver Vase.—Austria A, Czechoslovakia A and B, West Germany B and Poland A, no marks lost. Sweden, 71; Poland B, 100; Austria B, 133; the Netherlands, 141; East Germany, 165; Switzerland, 202; Italy B, 306; Great Britain A, 306; Great Britain B, 406; West Germany A, 504; Italy A, 1,000; Spain A, 1,431; Spain B, 1,914.

Starters.—187. Retirements.—15. Finished without Penalty.—113.

(One rider who finished on Thursday failed to start on Friday.)

Saturday—Sixth Day

ONE lap of a 78-mile circuit in magnificent weather—the best of the week—made a suitable liver lifener before the hour's speed test on a 4.35-mile road course near Ettal. A reasonable amount of cross-country going was included and there was a farewell visit to the Ettaler Berg.

Those in the first speed-test heat—for all riders except Trophy and Vase team members—were riding from the closed control to the line when Terry Cheshire's engine stopped abruptly. He soon diagnosed ignition trouble but not till the heat had started without him was he able to locate the cause—a bad connection in the lead from the generator to the coil. The test is a part of the trial—aside from its function of deciding ties—and poor Cheshire, up to that point only one mark down for a tardy start on Tuesday morning, was docked 60 more marks.

Nothing untoward happened in the heat and the big crowd languished in the brilliant sunshine while waiting for excitement that didn't come. Tim Gibbes (497 Ariel) did magnificently to make the required speed; a flying stone had cut his right eye on Friday and he was riding against doctor's orders.

The Vase heat gave the Czech B team victory after one of the Germans, Lorenz Müller (244 D.K.W.), had crashed and fractured his leg to put his team right out of the running. Some of the machines were very much on their last legs and at one stage it seemed doubtful whether



Once again the speed test decided the destination of the Trophy and Vase. This gaggle of riders on the circuit on Saturday are Ernst Dellinger (248 Jawa), No. 138, Luigi Gorini (175 Gilera), No. 61, Fausto Vergani (175 Gilera) and J. von Döbber (175 CZ)

Karl Zöhner (282 Puch) would manage to keep going to the end. He was operating the throttle of one carburettor direct by hand, his rear shock absorbers were useless and allowing the suspension to patter in an alarming fashion and about half way through his run one of his air filters fell off with a loud clatter.

After the Trophy men had covered a lap of honour down went the flag at 2 p.m. It was soon obvious that the Germans knew they would have to do their utmost to beat the Czechs. In the early stages the British riders on their big machines led the way—John Giles (649 Triumph), Ken Heanes (649 Triumph), Dave Curtis (498

Matchless), Bob Manns (348 Matchless) and John Brittain (346 Royal Enfield)—but there was no need for them to average more than the set speed of about 54 m.p.h. for the three-fifties and 57 m.p.h. for the larger capacities to win their gold medals. As in the Vase heat, the teams with no marks lost—Czechoslovakia, West Germany and Italy—were trying to improve as much as possible on standard time to decide the issue.

Within three laps Gernot Leistner (262 Zündapp) and Volker von Zitzewitz (277 Maico) were ahead of Manns and Brittain and then Leistner led the field about 20 yards in front of Giles. All round the circuit the enthusiastic Germans were wild with delight. What they did not realize was that those with stop watches and slide rules knew for certain that if the Czechs, particularly those on the 125 and 175 c.c. CZs, kept up their unobtrusive but speedy pace the Germans, though going magnificently, simply could not win. Surprisingly, the Italians on their little Gileras were right out of the picture.

Finally, the contest was decided before the test had gone the full distance. Richard Hessler (247 Zündapp) dropped out owing to some form of engine trouble and eventually pushed in. The battle was over, with the Czechs victorious for the second time in the day. They thoroughly deserved the round after round of enthusiastic applause that greeted them at the presentation in the evening.

INTERNATIONAL TROPHY

Czechoslovakia.—B. Roučka (128 CZ), Z. Polanica (175 CZ), J. Pudil (175 CZ), S. Klimt (244 Jawa), A. Matejka (248 Jawa), V. Sedina (344 Jawa), no marks lost.

Italy.—P. Saini (125 Gilera), L. Dall'ara (125 Gilera), C. Daminelli (175 Gilera), D. Fenocchio (175 Gilera), P. Carissimi (280 Gilera), F. Dall'ara (280 Gilera), no marks lost.

East Germany.—H. Herrmann (175 MZ), W. Stiegler (175 MZ), L. Bock (248 Simson), H. Fischer (250 MZ), P. Willmannowski (250 MZ), H. Amthor (350 Simson), 38.

West Germany.—L. Specht (174 Zündapp), E. Kämper (173 Maico), R. Hessler (247 Zündapp), W. Aukthun (247 Maico), G. Leistner (262 Zündapp), V. von Zitzewitz (277 Maico), 263.

Sweden.—B. Näsund (128 Husqvarna), G. Berglund (128 Husqvarna), L. O. Hagmann (175 Husqvarna), S. Skogsmo (175 Monark), A. Törnblom (280 Husqvarna), B. Olsson (280 Husqvarna), 284.

Great Britain.—J. V. Brittain (346 Royal Enfield), S. B. Manns (348 Matchless), J. R. Giles (649 Triumph), K. Heanes (649 Triumph), B. W. Martin (498 B.S.A.), D. G. Curtis (498 Matchless), 569.

INTERNATIONAL SILVER VASE

Czechoslovakia B.—F. Derebny (123 CZ), A. Roučka (123 CZ), A. Zeman (175 CZ), S. Stastka (175 CZ), no marks lost (speed test figure of merit 2.492.8).

Poland A.—J. Sierbakiwicz (174 Maico), J. Kuroczko (174 Maico), E. Zuzawski (247 Maico), J. Kubiński (247 Maico), 0 (2.201.2).

Czechoslovakia A.—O. Hamrmd (248 Jawa), V. Stepan (248 Jawa), J. Sulc (248 Jawa), K. Buchner (344 Jawa), 0 (1.515.8).

Austria A.—E. Dornauer (175 Puch), J. Pucher (280 Puch), K. H. Behrendt (280 Puch), K. Zöhner (282 Puch), 0 (988.8).

Sweden.—B. Hansén (175 Monark), G. G. Boris-Möller (244 Monark), R. Nyström (248 Monark), B. Ericsson (244 Monark), 133.

Poland B.—J. Warchol (133 Jawa), R. Polacki

(174 Jawa), J. Malinowski (247 Jawa), E. Stadie (247 Jawa), 286.

Austria B. 234; the Netherlands, 241; Switzerland, 362; Italy B. 400; Great Britain A. 600; Great Britain B. 600; Italy A. 1,300; Spain A. 2,231; Spain B. 2,314.

Manufacturers' Team Prizes (no marks lost): Czechoslovakia—Jawa (two teams), CZ (two teams), East Germany—MZ, Great Britain—Ariel, Matchless, Royal Enfield, Italy—Gilera (three teams), West Germany—D.K.W., Maico.

F.I.M. Club Team Diplomas (no marks lost): Czechoslovakia—Autoklub Praha, Dukla Praha.

INDIVIDUAL PLACINGS

F.I.M. Gold Medals (no marks lost).—J. Stronghetti (78 Capriolo), O. Chasak (123 CZ), F. Derebny (123 CZ), A. Roučka (123 CZ), L. Geal (123 Danuvia), J. Warchol (123 Jawa), H. Deus (123 Jawa-CZ), P. Saini (125 Gilera), B. Näsund (128 Husqvarna), C. Moschini (128 Capriolo), B. Roučka (128 CZ), L. Dall'ara (128 Gilera), H. Klingenschmidt (128 D.K.W.), D. J. Müller (128 CZ), E. Kämper (173 Maico), H. Liedl (173 Puch), J. Abt (174 D.K.W.), L. Zeller (174 D.K.W.), H. Uhlig (174 D.K.W.), G. Raschig (174 Express-Sachs Maico), P. Witze (174 Hercules), F. Huber (174 Hercules), J. Kuroczko (174 Maico), J. Sierbakiwicz (174 Maico), M. Stüdemann (174 Zündapp), H. Kämmler (174 Zündapp), L. Specht (174 Zündapp), A. Seitz (174 D.K.W.), L. Hagmann (175 Husqvarna), H. Herrmann (175 MZ), D. Fenocchio (175 Gilera), D. Mattioli (175 Gilera), A. Zeman (175 CZ), J. von Döbber (175 CZ), J. Javurek (175 CZ), Z. Polanica (175 CZ), J. Pudil (175 CZ), S. Stastka (175 CZ), L. Gorini (175 Gilera), C. Daminelli (175 Gilera), T. Masserini (175 Gilera), F. Vergani (175 Gilera), A. Scheuenstuhl (175 Hercules-Sachs), B. Hasselrot (175 Monark), E. Dornauer (175 Puch), S. Olsson (280 Husqvarna), A. Törnblom (280 Husqvarna), E. Schlicht (248 Zündapp), W. Pospiech (248 Maico), B. Ericsson (244 Monark), A. Leszczyński (247 Jawa), J. Malinowski (247 Jawa), W. Aukthun (247 Maico), L. Gail (247 Maico), F. Mt. den Haren (247 Maico), J. Kubiński (247 Maico), R. Zuzawski (247 Maico), J. Wagemföhner (247 N.S.U.), H. Schek (247 Puch), B. G. Stonebridge (248 Greeval), O. Hamrmd (248 Jawa), J. Holy (248 Jawa), O. Klaunder (248 Jawa), S. Klimt (248 Jawa), A.

Matejka (248 Jawa), D. Miarha (248 Jawa), H. Sonderregger (248 Jawa), V. Stepan (248 Jawa), A. Sulc (248 Jawa), J. Sulc (248 Jawa), K. Linder (248 Puch), L. Bock (248 Simson), B. A. Sharp (249 Francis-Barnett), J. Hougham (249 James T. J. Sharp (249 Francis-Barnett), P. Carissimi (250 Gilera), F. Dall'ara (250 Gilera), P. Bracher (250 Jawa), H. Algeier (250 MZ), S. Augustin (250 MZ), H. Fischer (250 MZ), W. Lange (250 MZ), H. Radke (250 MZ), K. Behrendt (250 Puch), J. Pucher (250 Puch), G. Leistner (262 Zündapp), V. von Zitzewitz (277 Maico), K. Zöhner (282 Puch), E. Bennhold (297 N.S.U.), K. Buchner (344 Jawa), V. Sedina (344 Jawa), J. V. Brittain (346 Royal Enfield), P. Fletcher (346 Royal Enfield), P. T. Strindal (346 Royal Enfield), A. J. Lamkin (348 B.S.A.), S. B. Manns (348 Matchless), S. R. Wicken (348 Matchless), W. Phuzanski (350 Junak), H. Amthor (350 Simson), A. Harner (498 B.M.W.), H. Meier (498 B.M.W.), H. Roth (498 B.M.W.), O. S. Skogsmo (497 Ariel), A. T. Gibbs (497 Ariel), R. J. Langston (497 Ariel), D. G. Curtis (498 Matchless), E. D. Chilton (498 B.S.A.), K. Heanes (498 Triumph), J. R. Giles (649 Triumph).

F.I.M. Silver Medals (up to 25 marks lost).—J. Aufreiter (173 Puch) and A. Collin (247 N.S.U.), 1; R. W. Nyström (248 Monark), 2; P. Schimpf (175 Hercules), and B. Sterckendries (350 F.N.), 4; M. Malec (174 Zündapp), 6; W. Schell (174 Maico), 8; G. Müller (174 Express-Sachs), P. A. Long (175 Hercules), and D. Kalschka (250 MZ), 10; A. Plevier (175 N.S.U.) and J. Crosset (250 Jawa), 12; H. Insko (248 Puch), 12; E. Strohe (277 Maico), 14; H. Wagner (173 Express) and A. H. Vrolijk (247 Maico), 18; E. Lechner (124 K.T.M.) and W. van Ommen (175 D.K.W.), 20.

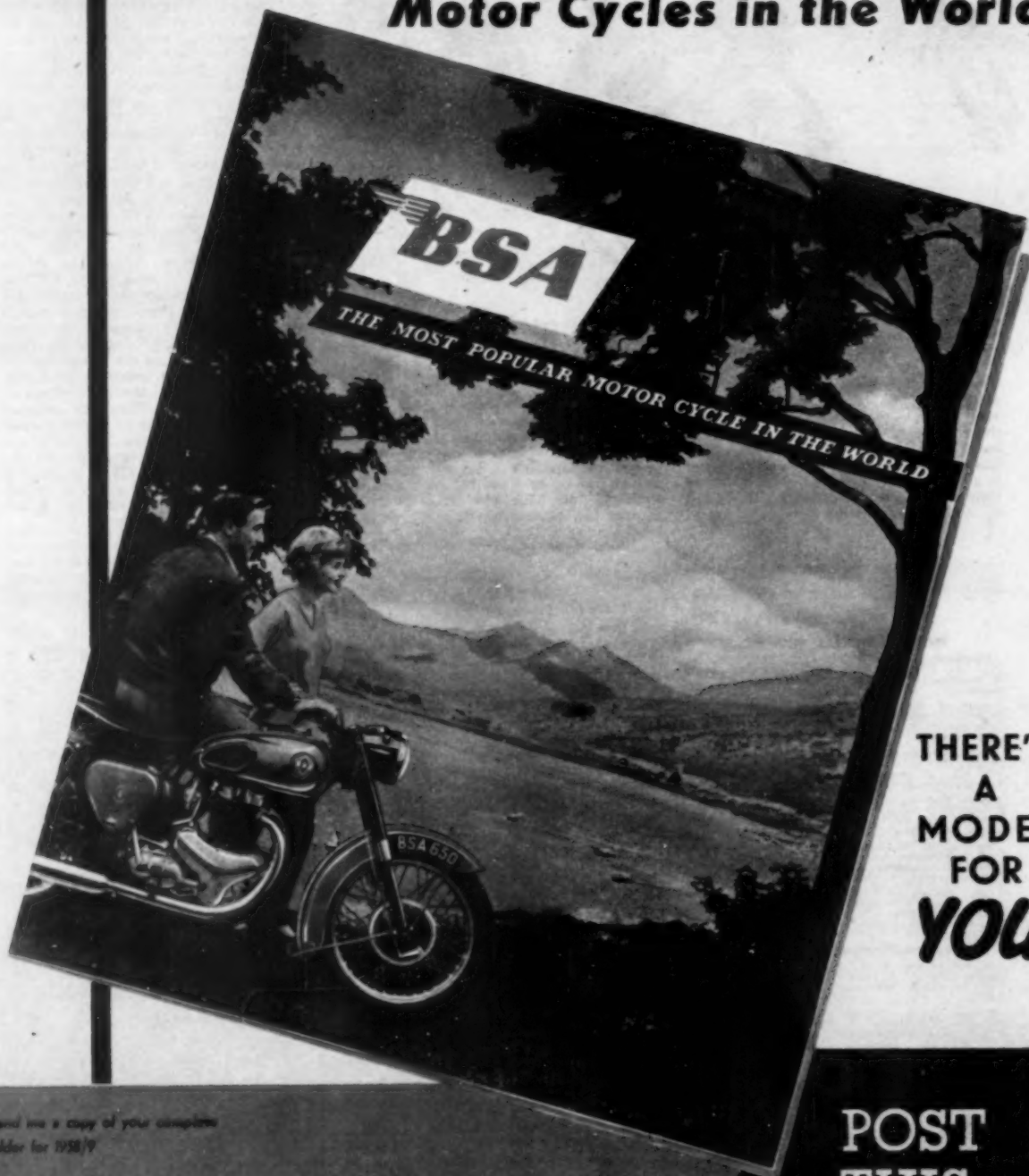
F.I.M. Bronze Medals (all other finishers).—E. W. Smith (248 Francis-Barnett), 25; R. Hessler (250 Jawa), 38; P. Swiercz (123 CZ), 47; E. Trappe (171 Jawa-CZ), 52; L. Müller (244 D.K.W.), 54; G. Aalling (274 Maico), 56; P. Willmannowski (250 MZ), 60; T. W. Cheshire (248 Royal Enfield), 61; P. Baldwin (248 Greeval), 63; G. Berglund (128 H.V.A.), 84; H. Neidermann (122 N.S.U.), 87; D. H. Brooks (248 Greeval), 102; O. Lorenz (248 Adler), 120; C. O. Boris-Müller (244 Monark), 131; J. Nagy (123 Danuvia), 244.

Summary.—Entered, 287; started, 213; retired, 79; finished, 145; gold medals, 108; silver medals, 10; bronze medals, 18.

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Letters

to the

Editor

Diesel Smoke Nuisance

Contention that Drivers are Mostly to Blame

THE letters you have published on diesel smoke have interested me very much. I have ridden every day to and from work (some 6,000 miles in all) since I purchased my motor cycle—a journey of 28 miles there and back—and have travelled behind heavy goods lorries of all kinds from Darlington to Scotch Corner where there are a few gradients. I would state without fear of being proved wrong that the lorry driver is 99 per cent to blame for the filthy black smoke we motor cyclists consume. If you note carefully when travelling behind a heavy diesel lorry, as soon as the driver sees a gradient you can almost feel him pouring on extra oil via the injection pump, and if the majority of the diesel lorry drivers haven't tampered with their injection for this reason, then I'm a Chinese laundryman.

I have also noted since starting to travel with my own transport that only about 40 per cent of the so-called knights of the road are indeed knights of the road. Also the average drivers of post-war cars are selfish and highly dangerous on the trunk roads.

M. H. WREN

Richmond, Yorks.

In the Small Hours

An Incident with Serious Repercussions

IN this era of keep death off the road, I am sure some of our laws need dusting. For instance, I was travelling home from work at 2.30 a.m. when, on reaching the centre of Chertsey, which at that time of the morning was in pitch darkness, a horse stepped off the near-side kerb, right into my sidecar, completely overturning the outfit and throwing me off. On

picking myself up I found that I had sustained a broken finger and many cuts and grazes. I called the police (as one should do on such occasions) and was promptly sent to hospital.

On receiving an estimate for the damage to my outfit which totalled £148 18s 6d, I duly consulted a solicitor and was informed that the owner of the horse was liable only to a fine of 5s. Surely this is a little unfair as, for no fault of my own, I have lost my sidecar outfit, wages and clothes and I have still to pay hire purchase on the machine.

So to all my fellow motor cyclists I give this advice: next time your insurance is due for renewal, be sure you have a full comprehensive policy and leave nothing to chance.

Addlestone, Surrey.

M. J. S. LAUGHTON

Insurance Premiums

Very Low Considering the Responsibilities

ON reading the letter from "Unemployed Clerk" (September 4), the average motor cyclist must feel that he is being harshly treated by his insurance company. I therefore take it upon myself, as an ex-motor cyclist and an employed clerk of an insurance company, to endeavour briefly to put the other point of view.

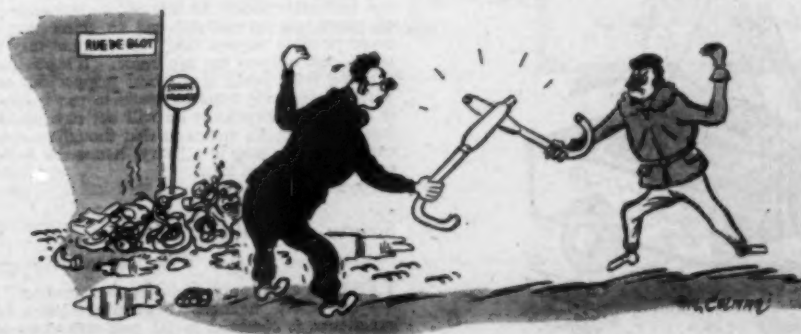
To draw a fair comparison we must first consider the third-party premium for an 8 h.p. Morris car and a B.S.A. Bantam, since both vehicles are the lowest rated of their respective classes. The Morris premium is £7 14s and the Bantam £1 15s. The premium for the car takes into consideration that (a) the car is in use for 12 months of the year, (b) a suspension rebate is allowable if the car is laid up, (c) many motorists take their vehicles abroad. On the other hand, the motor-cycle premium takes into consideration that (a) generally the machine is in use only for 50 to 75 per cent of the year, (b) comparatively few motor cyclists travel abroad. Therefore, as the premium is based partly on extensive use during the spring and summer, no suspension rebate is allowable.

How would motor cyclists like to see their premiums go up by 75 to 100 per cent so that they might have free foreign use and suspension rebates? Private car owners have both, and they pay for the privilege in their premiums; motor cyclists do not.

Insurance companies must make a profit, obviously. The foregoing examples indicate the low premiums on which motor-cycle insurance is transacted. The expense of preparing the original policy may well exceed the first premium payable. The possibility of profit increases as the policy is renewed, but nowadays some motor cyclists seem to change their insurance company as regularly as they change their machines. No fee is charged for a change of motor cycle but, as a transfer of interest under a policy from one owner to another is a complicated affair as far as the company is concerned, a fee of 5s is levied in view of the low premium paid by the original policy holder.

My company allows up to 25 per cent no-claim discount on motor cycles. Thus, taking my earlier example, the basic premium less 25 per cent becomes £1 6s 3d—staggeringly low when one realizes the responsibilities the company assumes on behalf of its clients.

Regarding your previous correspondent's references to loadings and pettifogging extra premiums which a motor cyclist pays, though he leaves them rather vague I can only say that, as far



as I am aware, such terms apply equally to private-car insurance. To conclude, may I pose a few questions which I hope will give your readers food for thought? If they are disturbed by any of them I would urge them to discuss the matters with their insurance companies.

Do motor cyclists in general realize that the standard comprehensive motor-cycle insurance policy (a) covers only the owner riding his machine, (b) does not insure his liability at common law if his pillion passenger is hurt through his negligence, (c) covers the riding of other motor cycles only for third-party risks, (d) does not provide any benefits for injuries sustained by him in an accident. And a final word of warning: he should be most particular when filling in his proposal form since any wrong answer could possibly invalidate the contract and leave him uninsured at the time of an accident.

"EMPLOYED CLERK"

Sheffield, 2.

Centre-stand Logic

Cycle Pedal Attached to Provide Leverage

YOUR leader on centre-stand design prompts me to send you a photograph showing how I mastered the problem of getting my N.S.U. Max on to its stand. It will be seen that the Triumph pedal gave me the idea. All I did was to bolt a cycle pedal crank to the hollow cross stay of the Max's stand and complete the triangle with a strip of steel. It works like a charm.

Amersham, Bucks.

D. C. BURN

Provide Means of Locking Suspension Units

REGARDING your leader in *The Motor Cycle* for September 18 anent the difficulty of putting some machines on the stand, I have the same difficulty with a heavy sidecar outfit in a small garage, mainly through the action of the Armstrong suspension units. I wonder why somebody has not thought of tapping a threaded hole in the side of the lower member and arranging a captive screw with wing head (for hand manipulation) in the upper cover so that the holes will register under static load with the rider seated and hence the unit could be locked in that position by means of the screw. I realize, of course, that a very light rider might not weigh the screw down to its locating hole and thus a second tapping might be necessary.

This facility of holding the rear wheel with the suspension compressed to approximately the mid position would make the job of adjusting the chain a much easier matter with the model on its centre stand.

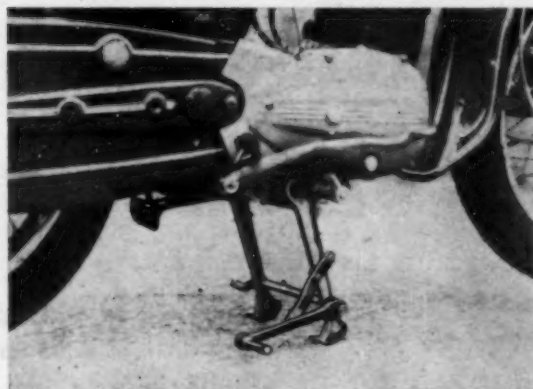
H. G. HYDE

Guildford, Surrey.

Rallies and Touring Trials

Clarification Needed Before Considering Star

IN view of the recent correspondence concerning an A.C.U. star for touring-trial competitors, I hoped that Ralph Venables would touch on the subject in his Competition Commentary. I was pleased to see that he did indeed do so (Sep-



Reader D. C. Burn's method of modifying the centre stand of his N.S.U. Max (see adjacent letter)

tember 18) but in my opinion he failed to go deeply enough into the difference between the various types of event which, it seems, might be considered for inclusion in an annual contest for the suggested star. What we want is a clear definition of the following: road trial, touring trial, semi-sporting trial, rally.

There is considerable confusion on the matter. I consider the term road trial should apply only to events run entirely on made-up roads. Those trials which include loose and muddy tracks or green lanes should surely be described as semi-sporting.

The term touring trial could, and does, mean just anything! Or should I say nothing? As an example of the confusion which exists I have seen the Sunbeam "200" described in the motor-cycle press as a road trial, semi-sporting trial, sporting night trial, touring trial and long-distance trial.

Then again we have the Morecambe Rally and the Rossendale Enduro, both referred to as rallies when the only aspect these two events have in common is that neither of them, strictly speaking, is a rally. Surely some clarification is urgently needed before the introduction of an A.C.U. star can be considered.

Another problem is the fact that riders who compete regularly in semi-sporting events such as the "Exeter," "Derbyshire," "Land's End," Sunbeam "200," Rossendale Enduro and Hampshire "100" do not usually take part in road trials and vice versa. There is, I feel, a distinct difference between road trials and semi-sporting trials.

E. S. T. PRYCE

Dudley, Worcestershire.

Emergency Braking

Use of the Front Brake Must be Instinctive

NOT merely surprised, I was stark horrified when I read "Nitor's" column (September 18) on the subject of braking. To think that a person with the views held by the American instructor should be allowed to influence possibly hundreds of young motor cyclists—and to think that "Nitor" himself could possibly suggest that "the method may well be sound"—sends cold shivers up my spine. It's no use telling a novice that the front brake is the best stopper but only to be used in emergencies. He must be made to use it *always*. If the habit is developed relentlessly he will not have suddenly and miraculously to alter his tactics in that thought-numbing instant when called upon to stop in a hurry; hence the bother of a shortened wheelbase will not arise.

Chaddle, Staffs.

A. G. FERNETHOUGH

Safety Helmets

Opinion of One Who Started Riding After the War

HERE is my humble opinion after reading "Nitor's" remarks on safety helmets (September 18). My motor-cycling experience is confined to the post-war years and as yet I have not acquired a safety helmet. On analysing the reasons I must



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HOW TO ENTER Study the list of seven suggestions for increasing Road Safety printed on the entry form. Decide which of these you think is the most important and write Figure 1 against it in the small square alongside. In this way, number all the suggestions in what you consider to be their order of merit. Next, in a few words, offer a suggestion of your own for increasing Road Safety. Fill in your name and address, attach dealers receipt confirming your purchase of an Armadrake and post without delay.

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1 This competition is only open to residents in Gt. Britain and Northern Ireland, other than employees of Armadrake Ltd., and associated companies and their families, the advertising agents of Armadrake Ltd., and anyone concerned with the organisation of this competition. 2 A competitor may submit up to three entries, but each entry must be submitted on a separate form. (Additional entry forms obtainable from all principal motorcycle dealers and outfitters). 3 Completed entry forms must be accompanied by an Armadrake dealer's receipt confirming the purchase by the entrant of any one of the Armadrake Coats or Suits listed below. Such receipt to be dated not earlier than September 18th. Each entry form must be posted in a correctly stamped and sealed envelope to Armadrake Ltd. The closing date of the competition will be announced in the motorcycling and scooter press. 4 No responsibility will be accepted for any entry form delayed, mislaid or damaged. 5 The prizes will be awarded to those entries, which, in the opinion of the judges, show the greatest merit. 6 No entry form will be returned and no correspondence will be entered into or interview granted in connection with the competition. 7 No competitor may win more than one prize. 8 The judges decision will be final and legally binding. 9 Copyright of all replies will belong to Armadrake Ltd. 10 A full list of prize winners may be obtained by forwarding a stamped addressed envelope to Armadrake Ltd.

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ST. PETER'S PLACE, LEEDS 9**

List of Road Safety Suggestions:

- ☐ 1 Learner-driver courses
- ☐ 2 Stiffer driving tests
- ☐ 3 Raise licencing age
- ☐ 4 Regular machine inspection
- ☐ 5 Safety helmets to be compulsory
- ☐ 6 Better Roads
- ☐ 7 Regular medical checks for riders and drivers

MY SUGGESTION FOR GREATER ROAD SAFETY

NAME and ADDRESS (BLOCK LETTERS)

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£250

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LAMBRETTA

150cc Model LDB

FULLY TAXED

approx.

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+ £75 CASH

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2ND PRIZE £100

3RD PRIZE £50

AND 20 CONSOLATION PRIZES OF £5

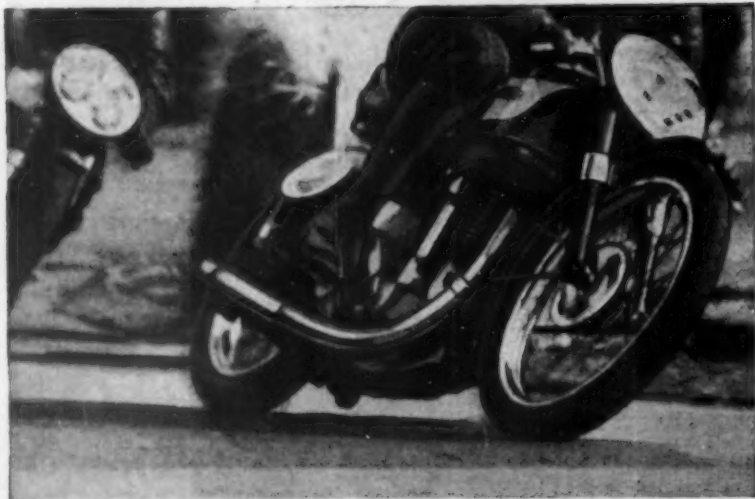
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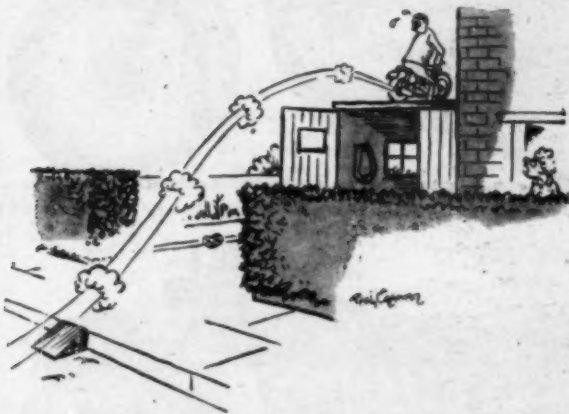
Drive in where you see the BP Sign



admit that those "Nitor" quotes seem to be applicable. I have tried helmets and do not find them so easy to wear as my cloth cap, nor so easy to stow when wandering away from my machine. Vanity also enters into it as I do not think they look as neat as they might. Some of them are as ill-conceived and as awkward to wear as the wartime tin hat and no one can deny that much pleasure is gained from looking right, as feeling right automatically follows.

While I do not consider myself a veteran motor cyclist I think that by dint of careful as well as skilful riding I can be relied upon to keep myself and my machine out of bother.

A final point, which "Nitor" did not mention, is that of cost. After battling for many months with politicians for the abolition of tax on these things, the motor-cycle fraternity has won. It must surely be a hollow victory, though, to find that the reduction in cost amounts to a paltry three or four shillings on an article that still retails at three or four pounds. I feel



that manufacturers could help here. Myself, I cannot see how such outrageous charges can be justified.

However, if a manufacturer decides to put on the market a helmet following the style of the jet-pilots—or the American-style safety helmet—or any other style which one puts one's head into instead of merely riding along underneath it, then I may be persuaded to buy one.

My best wishes to the staff of *The Motor Cycle* and thanks for many happy hours of reading.
C. BRODRICK
Nottingham.

Older Enthusiast's Reason for Not Wearing One

I WAS rather interested in "Nitor's" paragraph (September 18) in which he mentioned older motor cyclists being a bad example to the young owing to their apparent reluctance to wear safety helmets. I am one of the older types who started motor cycling about 1928 with a two-fifty Sheffield Henderson when I was 16. Since then I have ridden various machines continuously—except for a break during some of the war years—and I am now driving a Vincent Rapide outfit and ride the machine solo on occasion.

As you are no doubt aware, helmets were unknown before the war except for racing. Consequently, we older types were brought up to ride without them. And I do not agree with "Nitor's" reasons for our reluctance to wear them; the main one is as follows.

Up to a couple of weeks ago I had never worn a helmet. However, I decided to try one and a friend kindly lent me his for a trial. After about 50 miles I had had enough of it and discarded it. The helmet was quite comfortable but what I couldn't bear was the roar of wind round my head such as

I'd never experienced when riding without a helmet. That, coupled with the leather at the sides which covered the ears, completely deafened me and gave me an uneasy feeling that I was riding without full use of my senses. I could not hear or sense traffic behind me until it was right alongside. Incidentally, my friend will not wear a helmet for the same reason.

If a helmet can be made without ear covers and in such a fashion as to minimize the peculiar deafening roar of wind round the head, then I will wear one as then I will be fully convinced that they are really and truly safety helmets.

Sheffield, 5.

W. G. SHEPARD

Battery Location

Snag of Other Components in Same Compartment

YOUR reviews of new motor cycles are one of the more rewarding features of your journal. One adverse point about several new designs over the past few years is the position of the battery. To my mind its inaccessibility is probably the least disadvantage compared with the fact that sharing the same living room, as it were, are the air cleaner, the electric horn, the tool roll and possibly the ignition switch as well.

Anyone who has had anything to do with lead-acid accumulators knows that their presence is inimical to almost anything else occupying the same space, from human beings downward! Even the most fussy motor cyclist is aware that, however careful he is, the accumulator mountings inevitably show corrosion and creepage of electrolyte sooner or later.

Do the manufacturers suppose that the steady breathing of sulphuric-acid fumes is better for the engine than random road dust? What about the contacts and windings of the electric horn (and, incidentally, how well will it sound, buried and enshrouded, below the seat)? Think of the trouble that could arise from corrosion of the ignition-switch contacts. Imagine the tool roll disintegrating and the condition of its contents.

This is not to fault excellent designs but just to demonstrate one of those things that get overlooked in the desire (very laudable and overdue) to streamline everything. Might I, therefore, offer a few constructive suggestions?

First, as dual-seats appear to be readily removable, have a separate compartment open at the top to contain the battery.



"Will you be long?"

The compartment could be lined with some soft, inert plastic which would protect the steel of the container and act as a shock absorber for the battery. Thus the battery fumes would not go where they are not wanted. Secondly, mount the horn so that it is partly open to the front, that is, inserted in a hole and facing forward.

I deplore the trend, especially in coil-ignition machines, to make the battery as difficult to get at as possible. It would be more easy to service, I imagine, where I have suggested.

Cardiff.

W. RITSON

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, 'The Motor Cycle,' Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

B.S.A. Consolidation

Comprehensive Range from 70

to 646 c.c. : Two-stroke Light-

weights, Overhead-valve Singles

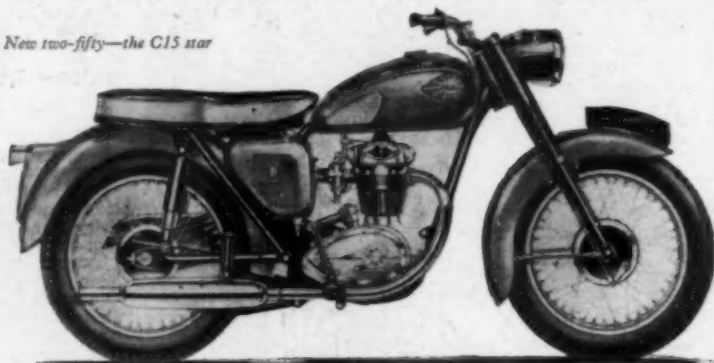
and Twins, Touring, Sporting

and Competition Mounts

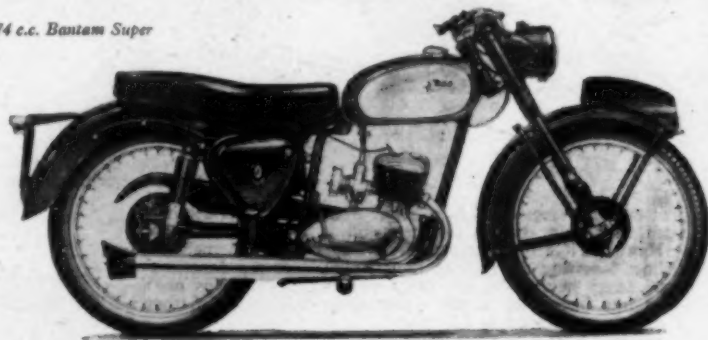
DESCRIBED in *The Motor Cycle* for September 4, the neat two-fifty C15 Star, successor to the well-remembered C12, is the debutante of the B.S.A. 1959 range of motor cycles for the moment; but note the significance of the last phrase, for full details of two new scooters from the same factory have yet to be released. Meanwhile the Star, now in full production, has occupied the lime-light, deservedly. But B.S.A.s aim to cater for a wide variety of tastes and the programme lists an attractive selection of models ranging from the utilitarian 70 c.c. Dandy light scooter to the road-burning Super Rocket six-fifty twin.

Factory policy for 1959 is mainly one of consolidation and therefore, with two exceptions, the present range is carried forward without major alteration and without a break in the production flow. The exceptions are the 148 c.c. Bantam Major two-stroke, which is discontinued, and the 591 c.c. M21 which, though no longer

New two-fifty—the C15 star



174 c.c. Bantam Super



All four-stroke roadsters feature a nacelle that encloses the upper part of the fork

listed, will still be manufactured (with plunger-type rear springing only) to special order; now the only surviving British example of a side-valve single, the M21 is used in large numbers by such organizations as the Automobile Association and for military purposes.

Baby of the range, the 70 c.c. Dandy is nevertheless capable of performing equally well as a handy runabout for town or village and as a reliable ride-to-work machine. It is entering its third year of production. Modifications introduced almost a year ago included a repositioned brake pedal more easily located by the rider, a wider-base centre stand and internal improvements to the two-speed preselector gear box. The design is unconventional. The cylinder of the two-stroke engine-gear unit is horizontal and forms a major part of the right-side arm of the pivoted rear fork. Steel pressings are used for the open frame. The front fork is of leading-link type. Preselection of the gears is by left-hand twistgrip; clutch operation effects engagement.

One of the most popular two-stroke machines ever made the 123 c.c. D1 Bantam is so widely known as to need only brief reference. As before, the welded, tubular frame is of loop type and incorporates plunger-pattern rear spring-

ing. Standard finish is pastel green, though maroon and black are offered as alternatives.

A more recent addition to the range, the 174 c.c. Bantam Super has a more luxurious specification than the D1. It includes a part-welded, part-brazed frame with conventional pivoted-fork rear springing. A dual-seat and pillion foot-rests (extras on the smaller Bantam) are standard. Maroon is the standard finish, with the alternative of black. Both Bantam models are available with either direct or rectifier-and-battery lighting.

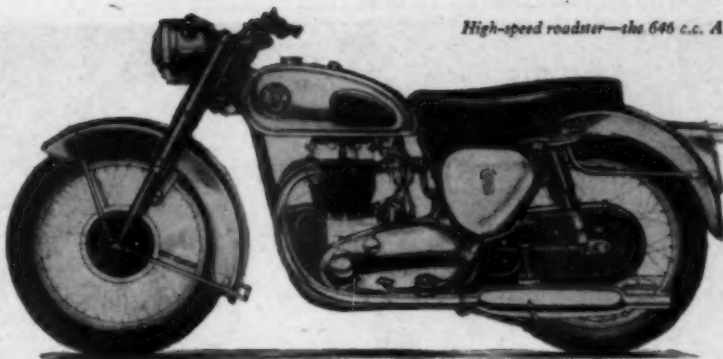
Basic design of the 123 and 174 c.c. two-stroke engines is similar, and at the time of introduction of the larger machine the same method of lubrication was standardized for both capacities. The caged-roller big-end bearing is splash-fed through flutes on the faces of the connecting-rod eye and ingenious measures to lead oil to the main bearings are employed.

At the driving side, oil thrown up by the primary chain is caught in a cup

formed in the crankcase casting. From the cup a drillway leads oil to a gap between the two ball journal bearings at that side; excess oil drains back through a further drillway to the chaincase. Similarly, the gear-box pinions throw oil into a cup in the gear compartment, whence a drilling in a crankcase rib directs the lubricant to the single ignition-side main bearing.

There is a strong family likeness between the 348 c.c. (71×88mm) overhead-valve B31 and the 499 c.c. (85×88mm) B33. Indeed the differences amount to little more than the larger cylinder bore of the five-hundred. However, the B33, because of its higher power output, has higher gear ratios and a heavier-duty (3×1/4in) rear chain. Further, the B31 has 3.25×19in tyres at front and rear whereas a 3.50in-section rear tyre is used for the B33.

Common to both models is a Lucas 60-watt A.C. generator, the rotor of which is mounted on the left-hand mainshaft outboard of the engine sprocket. The stator is attached to pillars extending from the crankcase casting and hence the



High-speed roadster—the 646 c.c. A10

fork stanchions, from which projects a cylindrical shell housing the light unit. Inset in the upper face of the shell are, on the right, a combined ignition and lighting switch, in the middle the speedometer and on the left, the ammeter.

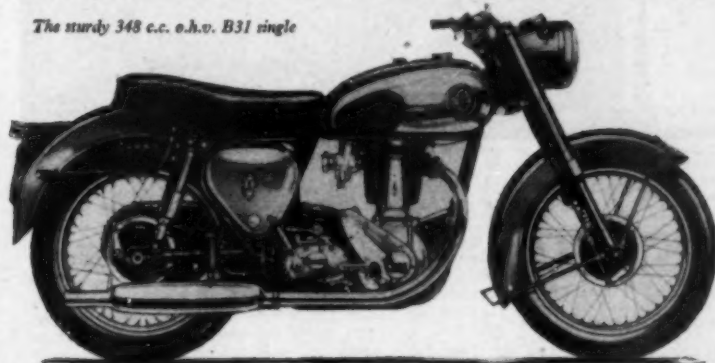
Distinction is given to the wheels by polished rim bands to the brake plates and

An Amal Monobloc carburettor is standardized, but a T.T.-type instrument may be specified on the Super Rocket. Previously specified for the Shooting Star and Super Rocket only, a high-performance camshaft is now fitted also to the A7 and Golden Flash. On the A7 both front and rear brakes are of 7in diameter; the other three models have an 8in front brake. As with the B-group models, a quickly detachable rear wheel is included in the standard specification. A worth-while extra (available also for the B31 and B33) is a chaincase.

Princess grey enamel is specified for the mudguards, tool box, petrol and oil tanks of the A7, while for the Shooting Star the colour is polychromatic green and, of course, the Golden Flash has the traditional golden beige. For the home market the Super Rocket may be finished in red or silver sheen. An alternative finish for all except the Shooting Star is black. For export the Super Rocket is equipped with chromium-plated mudguards.

The makers are B.S.A. Motor Cycles, Ltd., Armoury Road, Small Heath, Birmingham, 11. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

The sturdy 348 c.c. o.h.v. B31 single



light-alloy chaincase cover may be removed without disturbing the alternator components. A rubber-block, vane-type shock absorber is embodied in the clutch. Similar to that of the A-group twin-cylinder models, the all-welded, duplex-loop frame has provision for sidcar attachment. Standard on all B-group models is a separate four-speed gear box of B.S.A. manufacture.

Completing group B is the sporting B34, known to all enthusiasts as the Gold Star. Two versions are listed, one a Clubman racer, the other a scrambler. An optional fitting on the scramblers mount in place of the standard oil tank is a tank housed between the frame loops, the filler neck of which is reached through the fore part of the seat. The modified tank has been employed this season by Jeff Smith, Brian Martin and other factory riders.

The roadster four-stroke singles (and also the twins) feature a trim nacelle which envelops the upper part of the fork legs and encases the electric horn. The nacelle presents a flat front, parallel to the

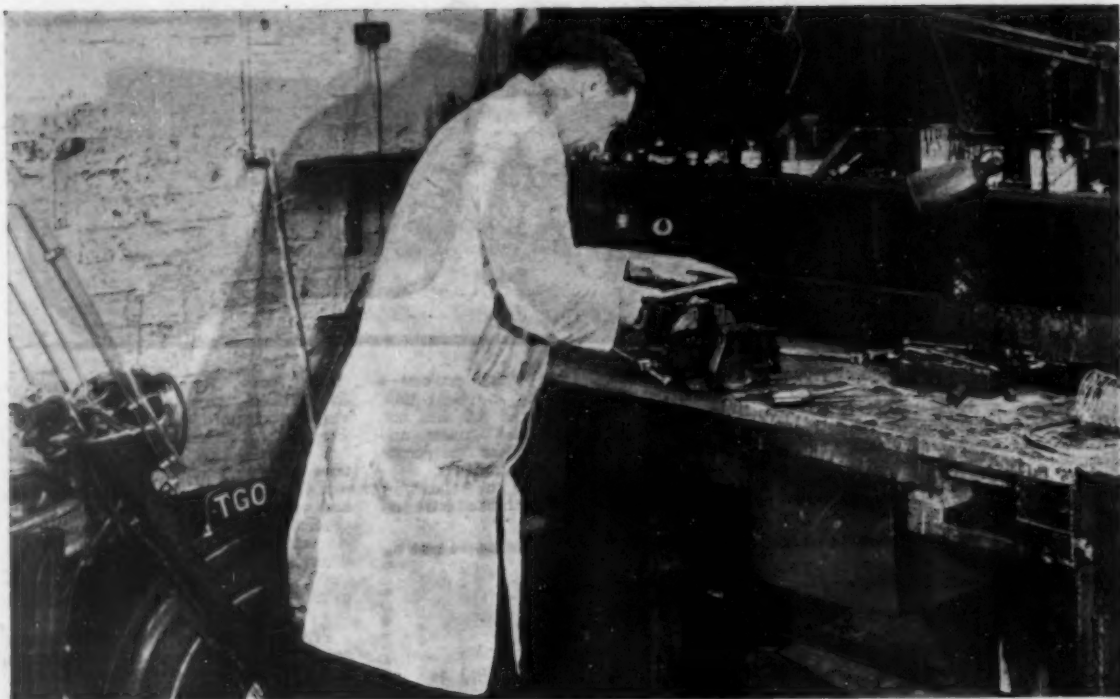
hub end covers. Of cast iron, the full-width hubs incorporate 7in-diameter brakes.

All the B-group models have black frames and forks and chromium-plated tank panels. For the three-fifty roadster the standard finish for the mudguards, petrol tank and oil tank is almond green, while the five-hundred B33 sports a coat of gun-metal grey for those components. Chromium-plated mudguards and a silver-sheen tank are fitted to the Gold Star models.

Four overhead-valve parallel twins comprise group A. Two—the A7 and Shooting Star—are five-hundred and the other two are the six-fifty Golden Flash and Super Rocket. The quartet can be paired conveniently to group the A7 and Golden Flash together as the standard roadsters and the other two as super-sports models. The roadsters have cast-iron cylinder heads and valanced front mudguards with the registration numbers painted on the sides. The super-sports models have light-alloy heads and unvalanced guards.

Model	Basic Price £ s d	Total Price £ s d
70 c.c. Dandy two-stroke	63 10 0	79 4 6
125 c.c. D1 Bantam two-stroke	85 0 0	106 0 9
With rectified lighting	89 0 0	111 0 7
175 c.c. D5 Bantam Super two-stroke	98 0 0	122 3 2
With rectified lighting	102 0 0	127 4 11
240 c.c. C15 Star o.h.v.	137 17 6	172 0 0
348 c.c. B31 o.h.v.	184 0 0	229 10 10
499 c.c. B33 o.h.v.	189 10 0	236 6 1
499 c.c. B34 Gold Star Clubman o.h.v.	249 0 0	310 12 7
499 c.c. B34 Gold Star Scrambler o.h.v.	236 10 0	282 11 2
591 c.c. M21 s.v. (to special order)	168 0 0	209 11 8
497 c.c. A7 o.h.v. twin	206 10 0	257 12 2
497 c.c. A7 Shooting Star	215 0 0	265 14 5
646 c.c. A10 Golden Flash o.h.v. twin	210 0 0	261 19 6
646 c.c. A10 Super Rocket	227 0 0	283 3 8

Extras	£ s d	£ s d
Dual-seat and pillion foot-rests on D1	5 6 0	4 2 4
Steering-head lock on D5	6 0 0	10 0 0
Legshields on D1, D5, C15	1 15 0	3 15 0
Legshields on other models	3 15 0	3 15 0
Safety bar on D1, D5	1 10 7	1 10 7
Safety bar on C15	1 10 7	1 10 7
Safety bar on B31, B33, A7, A10	2 11 6	4 9 3
Front stand on C15, B31, B33, A7, A10	16 6	1 0 7
Steering damper on B31	7 0	8 9
Air cleaner on C15, B31, B33	18 9	17 3
Air cleaner on Shooting Star	17 6	1 1 10
Rev-meter on Super Rocket	6 10 0	6 10 0
Rear chaincase on B31, B33, A7, A10	2 11 3	3 4 0

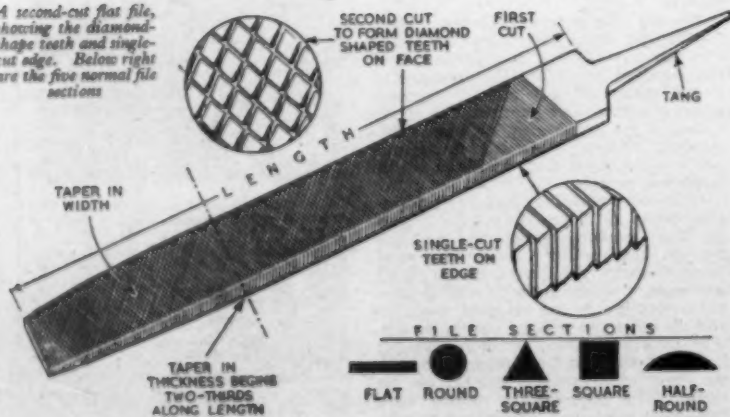


The Art of Filing

Getting Familiar With the Poor Man's Machine Shop : Types of File : Their Use and Care

By F. K. SULLY

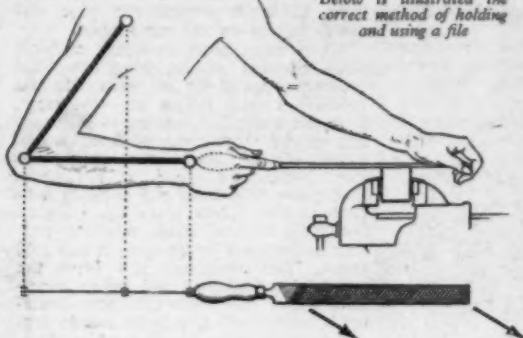
A second-cut flat file, showing the diamond-shape teeth and single-cut edge. Below right are the five normal file sections



WHEN a professional wants to remove a precise amount of metal he has many devices to assist him: for example, the lathe, miller, shaper, planer or grinder. Denied these useful facilities, the keen amateur must rely on that pocket machine shop, the file. Although the file is unsuited to many demands of modern production, it is quite wrong to regard it as a rough, makeshift or inferior tool, for with it we can produce entirely satisfactory precision work. Indeed, in times past most of the jobs now considered the prerogative of machines were carried out with the file's aid. Of course, if a file is regarded purely as a remover of the odd burr induced by an unhappy hammer blow, or its tang as a combination reamer-cum-punch, then any old half-round file burished by six months' jangling in the tool kit will do the job.

Files are manufactured by forming

Below is illustrated the correct method of holding and using a file



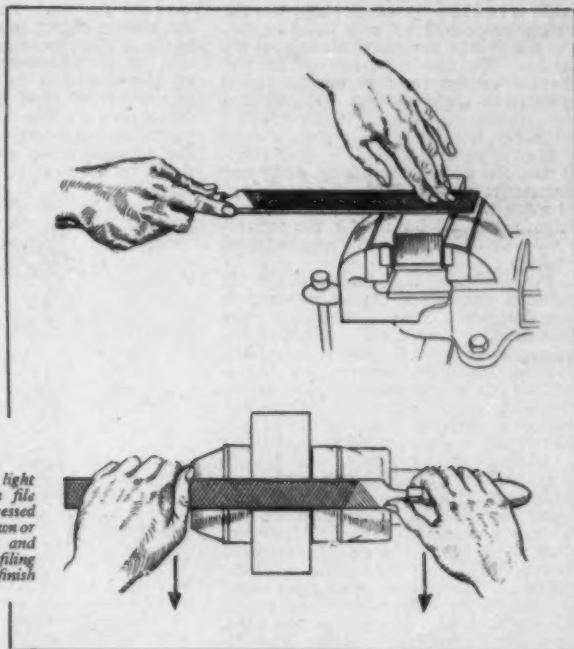
cutting teeth on a blank of high-carbon steel which is then hardened by quenching. The tang, however, is left soft so as not to be brittle and snap off (hence it is not much good as a reamer). In the earliest days file teeth were cut by hand with hammer and chisel and the first machine-cut files were found to be much inferior. The reason was eventually traced to the perfect regularity of the machine-cut teeth which did not cut so efficiently as the slightly irregular spacing on the hand-made files. Machine cutting was therefore modified to give the uneven effect.

Most files are cross-cut or double-cut on the faces. This means that two opposing sets of grooves are chiselled in the surface to form a multiplicity of diamond-shape cutting teeth. On the edges files are single-cut, that is, only one set of grooves is made; a few files have the single-cut type of teeth on the face also.

There are six main shapes or types of file in general use: flat, hand or H.S.E. (hand safe edge), square, three-square, round, half-round. All are of approximately uniform thickness for about two-thirds of their length and then they taper to the tip. The flat file also tapers in width from the same point and is cross-cut on both faces and single-cut on both edges.

The hand file is of uniform width throughout, double-cut on both faces and single-cut on one edge; the smooth or "safe" edge is particularly useful as it prevents undercutting when filing into a corner. The square file is required for corners and slots, the three-square (or triangular) for corner angles less than a right angle, while the round file is

Above right: For light filing the tip of the file should be lightly pressed with the fingers as shown or held between fingers and thumb. Right: Draw filing to get a good surface finish



needed for small radiused corners and for opening up holes. The half-round file has the cross-section of a segment—not a complete semi-circle—is double-cut on the flat face and single-cut on the curved face which is useful for larger radii.

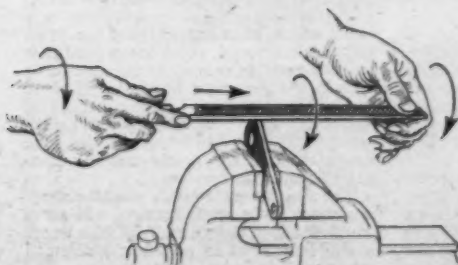
Rather less common but frequently needed for narrow slots is the warding file; it tapers in width like the flat file but is of a uniform and much reduced thickness.

The size of a file is given by the length from the tip to the shoulder. The usual lengths are 6in, 8in, 10in and 12in. The grades of cut normally used are called smooth, second-cut and bastard, but the actual number of teeth per inch depends on the size of the file as well as on the grade of cut. For example, a bastard 8in flat file might have the same number of teeth per inch as a second-cut 12in of the same type—actually about 26 teeth per inch. The number of teeth, their angles and form vary between different makers, and the differences are easily seen through a small magnifying glass.

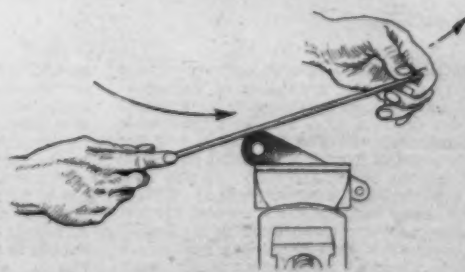
The underlying art of filing is to be able to produce a flat surface. We need a perfectly secure workbench and a vice arranged at the correct elbow height. The work must then be placed firmly and horizontally in the vice and we are ready to go, taking the file handle in the right palm and using the left hand to apply pressure at the other end of the file. The feet should be apart and the body evenly balanced.

During the filing action the right arm swings from the shoulder, rather like an articulated crank with the elbow forming a bearing. Even pressure is exerted on the forward stroke which should be a firm, steady and continued movement, the file travelling forward and at the same time moving obliquely from left to right over the work. On the return stroke the file remains in contact with the work but the pressure is relieved.

Unfortunately, there is a natural tendency to rock the file and so produce a convex surface. We counteract this tendency by a slight forward movement of the body in conjunction with the arms



For filing an external radius, many favour the method shown on the left. Two other methods are for the filer to follow an arc of the desired radius or (right) take an opposing curve with a rocking motion



and a careful proportioning of the pressures exerted by each hand so that the file is kept horizontal throughout the stroke. The convex surface of the file formed by the taper in thickness, also counteracts slight rocking. (Experts can file concave with the aid of the "belly" of the file, but this is very seldom of use.)

Employ as large a file as is reasonable: it does the work more quickly, easily and accurately; keep small files for small jobs. If much metal has to be removed, use a bastard file and finish with the second-cut or smooth to give the required final surface.

For light filing hold the tip of the file between fingers and thumb rather than use the palm of the hand as is needed when taking heavy cuts. To finish a surface and remove file marks, draw-filing can be employed, that is, the file—a smooth-cut—is drawn sideways across the work. Draw-filing is the only method where a properly fitted handle of the correct size is not essential to good work.

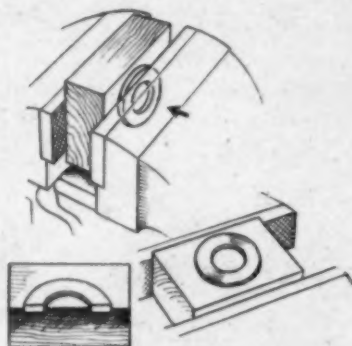
After filing across a surface in one direction, remove the work from the vice and rotate it through a right angle before restarting. It will be found that the new file marks clearly show up the high spots from which most metal must be removed—until the file makes contact over all the surface. This process is of great value in maintaining a flat surface and should be repeated at regular intervals when removing a considerable amount of metal.

A typical job employing the method just described was carried out not long ago to remove 0.090in from the surface of the cylinder head of my 197 c.c. two-stroke to raise the compression ratio from 8.3 to 10.5 to 1. The head is of aluminium alloy and the bulk of the metal was removed with a 12in bastard flat file, finishing with a second-cut and a smooth, with a little draw-filing to conclude the work.

Several methods can be used for testing the flatness of a filed surface. A classic example is to place the work on a surface plate lightly coated with mechanics' blue which will clearly mark the high spots. Most of us, being without surface plates, must employ a sheet of plate glass instead; it has sufficient accuracy for the majority of purposes (ordinary window glass is useless). Remember to use a light smear of blue

between the work and the test surface the amount of any variation from flatness can readily be measured.

A job of this nature is the resurfacing of zinc-base alloy or aluminium flanges on carburetors and the like. Where a flange seats on to a thick gasket of comparatively soft material, overtightening of the retaining nuts will bow the metal down on the securing points.



If a washer has to be reduced in thickness it can be held by squeezing it part-way into a block of wood with a vice used as a press.

When a block has to be squared, first file and finish one face dead flat and then work from this datum surface using a try-square to ensure accuracy and flatness of the remaining faces.

If an external radius has to be produced, a flat or H.S.E. file can be employed in one of two methods: either the path of the file can conform to an arc of the required radius or it can follow an opposing curve, rocking, as it were, over the surface. For internal radii, round or half-round files are needed, depending on the radius of the curve, and the file must be traversed sideways during the cutting stroke to avoid digging-in at one place.

A recent job involving both internal and external radii was the fabrication from sheet brass of a handlebar-mounting bracket for a clock. The circular hole was made by a series of drillings

washer to the wood by a number of small tacks or brads around the edge and driven just below the top surface.

When filing ports to better contours and removing casting roughness, the ordinary types of file are unsuitable and specially curved rifflers are obtainable. It is not difficult, however, to make up any special shape required from, say, a round file of about the right size. First anneal the metal by heating it throughout to redness and allowing it to cool slowly. Then bend the softened file to the required shape, reheat to redness and quench by plunging it into cold water. This treatment will leave the metal in a dead-hard and brittle condition, but if used with care your home-made rifflers will give every satisfaction.

For filing soft metals and plastics, special tooth forms have been evolved which remove the material more effectively and with less clogging. If a fair amount of such work is to be done the special files are well worth consideration.

Since the efficiency of a file depends on the sharpness of the multiplicity of brittle cutting teeth, careful storage and systematic use are essential to avoid damage and premature wear. Never throw files in with other tools as that will undoubtedly fracture some of the teeth. Any attempt to file hardened steel will be disastrous; sometimes the vice jaws are inadvertently caught and cause damage in this way. The scaly surface of a casting can best be removed by using the edge teeth of a flat file to save the main filing face, from damage.

Retain new files for use on cast iron and brass where their keenness will be most effective; afterwards they can come in for work on steel and softer materials. By frequent use of a wire brush keep the file teeth clear of metal chips and "pins" which may score the work. It is often advantageous to chalk the surface of a file to prevent its teeth from filling, particularly when dealing with softer metals.

One of the classic uses for worn-out files is the making of flat and half-round scrapers by annealing, forging and filing to shape, then rehardening and sharpening. However, it should not be overlooked that, being of high-carbon steel, old files are excellent stock and hence first-class chisels, punches, special drifts, turning tools for metal and wood, special cutters and the like can readily be made from them. In nearly all such cases only the business end of the tool should be hardened, the remainder being left soft and therefore without brittleness.

The hardness will need to be reduced somewhat by tempering if the tool has to withstand impacts. A typical case is a chisel which, after hardening of the edge, should be cleaned and reheated until it reaches a purple colour. If the edge turns over in use the metal has been raised to too high a tempering heat and should be hardened and tempered at a lighter colour. On the other hand, if the edge fractures, it is too brittle and the tempering heat was too low.

The file, the poor man's machine shop, if given a little consideration, will serve you faithfully all its life. And afterwards it will be almost as useful in a changed role as it was when new.



A popular use for worn-out files is to make them into rifflers by annealing, forging and filing to the desired shape. Subsequently, of course, they must be rehardened.

because a thick, uneven coat will give a very optimistic impression of flatness.

The edge of a try-square or straight-edge (a good steel rule is a reasonable substitute) will also provide a test for flatness but it must be applied in several directions across the work. When held up to the light, a gap as small as 0.0001in will show between the work and the test edge, so there is no need to be unduly depressed if our filing does not give a perfect result. By inserting feeler blades

around the circumference, then chiselling out the waste blank and filing to suit the radius of the rim of the clock. The outer periphery was fashioned by first hack-sawing a series of tangents and then filing to the required shape.

If a metal washer or similar flat piece has to be reduced in thickness it is often difficult to hold it securely while filing. A simple dodge is to half embed the washer in a piece of soft wood, using the vice as a press. Alternatively, secure the

INTERNATIONAL SIX DAYS' TRIAL

Garmisch — Partenkirchen (Sept. 22 - 27)

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AINTREE 'CENTURY' INTERNATIONAL

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2nd J. Hartle (MV Agusta)
3rd D. W. Minter (Norton)

250 c.c.

- 1st** D. V. Chadwick (MV Agusta)
2nd A. King (N.S.U.)
3rd S. M. B. Hailwood (N.S.U.)

(Subject to Official Confirmation)

350 c.c.

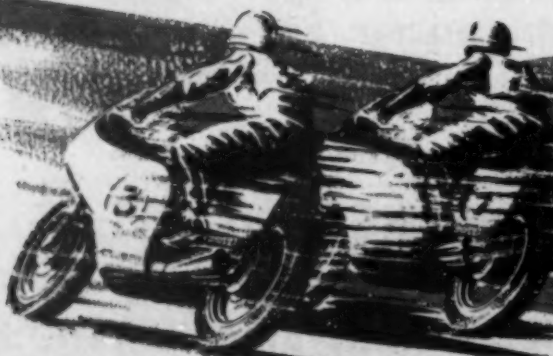
- 1st** J. Surtees (MV Agusta)
2nd R. McIntyre (Norton)
3rd D. W. Minter (Norton)

125 c.c.

- 1st** S. M. B. Hailwood (Paton)
2nd D. V. Chadwick (MV Agusta)
3rd Hans Pesl (MV Agusta)

all won on

AVON



Clear Vision in Rain

INGENIOUS VISOR WITH ELECTRIC MOTOR-DRIVEN WIPER
BLADE EVOLVED BY HARD-RIDING ENTHUSIAST

That Mr. Brooks is no fair-weather motor cyclist is clear from the picture on the left. His machine is a 998 c.c. Vincent Rapide and his sidecar a Canterbury. A close-up of the visor is shown on the right



AFTER using his visor wiper for over eight months, G. H. Brooks, from Orpington, Kent, believes that he has solved the problem of obtaining clear vision when riding in rain. His gadget embodies a wooden platform which is shaped to fit the front of his helmet and is held thereto above the peak by two lengths of brass curtain rail bent to form hooks at the back of the helmet and tensioned by a thick rubber band. Depending from the front and sides of the platform is a visor in plain Perspex. Mounted on the platform is a tiny Mighty Midget electric motor which drives a 2in-long wiper blade through a reduction gear, crank, connecting rod and rocker. The working parts are protected by an aluminium cover.

The whole assembly is so light as to pass almost unnoticed when the helmet is worn but slight noise and vibration are evident when the motor is running. Total cost was approximately 10s. Most expensive item was the motor, which works from an ordinary cycle dry battery or from a single cell of a motor-cycle battery; the latter is the method Mr. Brooks uses on his Vincent outfit.

YEARS OF DEVELOPMENT

SUBJECT to normal progress of the ballot, the famous Royal Enfield technician, R. A. Wilson-Jones, will be inducted in office as Chairman of the Automobile Division of the Institution of Mechanical Engineers at the annual meeting next Tuesday (October 7). The meeting will be held at the Institution at 1, Birdcage Walk, Westminster, London, S.W.1. At the ordinary meeting which follows the annual meeting, Mr. Wilson-Jones will present his Chairman's Address. Its title is "Years of Development," and, naturally, the bulk of it will be concentrated on the motor-cycle field. Any technically inclined enthusiast will be welcome. The talk will begin at 6.30 p.m.

Scottish enthusiasts, too, will have an opportunity to hear the address when it is presented at the Institution of Engineers and Shipbuilders, 39, Elmbank Crescent, Glasgow, C.2, on October 20 at 7.30 p.m.

New Kite Mark

THE kite mark of the British Standards Institution has been revised. In its new form the "kite" appears within a circle which contains also the words "Approved to

British Standard." The mark in the motor-cycle sphere appears, of course, on safety helmets and is an assurance that the product, literally, measures up to (British) standard. Makers are allowed to use the mark only



after permission has been granted by licence—and that permission is given only after the Institution has taken steps, by testing or inspection or both, to see that articles comply with the standard whose number appears alongside the mark.

North Hants Best

NORTH Hants moto-ball team made its annual visit to Lancashire on Sunday and returned home after winning two games. Prestwich provided the first opposition and, after a sporting game in which both goalkeepers excelled themselves, the final score of 3-1 was mainly brought about by the strong driving power of the North Hants forwards:

P. Milam kicked one goal, Ken Crumplin two, and R. Schofield scored for Prestwich.

The second game, against Rochdale, followed ten minutes later and the team work of the North Hants players soon took them ahead. Again Crumplin scored two goals, one came from Eric Eales and one was conceded by Jack Riley, while Bert Cooper, on loan to the home side, scored for Rochdale. Hence the final score was 4-1 in favour of the visitors.

Somerset Wins

SOMERSET beat Dorset by three goals to two in the inter-county moto-ball match held at Alstone Road, Highbridge, Somerset, last Saturday. Willie Wilson, a mere 15 years old, played magnificently in the Somerset defence. The match was watched by a large crowd and proceeds went to the British Legion funds.

James Prices

PRICES of the two new James 249 c.c. competition models described in *The Motor Cycle* last week have now been decided. Basic price of the L25T Commando trials mount and of the L25S Cotswold scrambler is £157 2s 3d; the total price, including British purchase tax, is £196. The Commando can be supplied equipped with direct lighting at a basic price of £162 7s 3d, and a total price, including p.t., of £202 11s.

A Real Snip

ERNIE BOUGHT IT
AS A MEANS TO AN
END : IN DUE TIME
THE END CAME

By D. F. RADFORD



"... born into a motor-cycling family ..."

MAYBE you were one of the lucky ones, born into a motor-cycling family and able to recognize the note of a healthy single before you were five. Or maybe you had to fight your way into the game at the age of 16, overcoming the usual hazards of ill-informed parents and shortage of cash. But I'll wager you did not enter the business the way Ernie Watson did. He had been brought up all wrong by people who never liked to see his hands dirty and as a boy he showed an unhealthy lack of interest in what makes things go, but there began to be a change for the better the day he came round to me for a bit of friendly advice. He was engaged to be married—date fixed and all—and he'd suddenly discovered that it was a dreadful mistake.

"Now," he said, "you've had lots of experience in this kind of thing. How do I get out of it?"

"Why don't you just tell her?" He went pale and mumbled something about being together since they were kids and everyone knowing they were going to be married.

"What about taking an obvious interest in someone else?" Ernie began to edge towards the door. "I'm not very good at that sort of thing," he said. I thought for a moment.

"Motor cycles!" I exclaimed. "That's it! You'll have to buy a motor cycle—one that's old and noisy and very leaky." He screwed up his face in obvious bewilderment. "Listen," I continued. "Pick out some old wreck of a machine and work up a real passion for tinkering. Ride it whenever you call at her house. And always arrive late, having been delayed by a mechanical fault, preferably connected with the chain. Get the grease well under your nails and the smell of petrol into your clothes."

"Who, me?" said Ernie. "No, I . . ."

"All right," I replied with some finality, "what do you fancy for a wedding present?"

He thought for a moment. "Do you really think it's worth trying?" he asked.

"It can't miss," I said. "I've an old flying suit that is too filthy even for me to use, but you are to wear it every time you take her out. Get her to hold the dirtiest bits when the machine breaks down and always spend a long time explaining, as technically as you can, what went wrong."

It was easy to find the machine we required. A local dealer dug it out of some dark recess where it had harboured small creatures for some years past.

"There we are," he said, "just the job. Might need a bit of adjustment, of course, but a real snip at twice the money." I looked into its basic condition, offered him half the price and it was not long before we were all quite satisfied.

Well, Ernie tackled this job as though his life depended on it. He learnt to ride on my machine, passed his test and in two months he was ready to go into action. "Now no half measures," I told him. "Pile it on as thick as you can right from the start."

I did not see him for some weeks after that so I guessed he was using every moment to develop our plan. Then one Saturday morning I recognized the machine in the High Street. It was

a good deal cleaner than it had any right to be, though I was gratified to see a widening pool of oil in the gutter. But what surprised me most was that L plates had been fixed to front and rear. Wondering, I stood in a shop doorway a little way off. Then Ernie came out of a shop with his fiancée. She was wearing a natty two-piece riding suit and, starting the engine first kick, she rode off neatly with Ernie on the pillion.

Two nights later Ernie called in. His clothes smelt of petrol and his hands were disgusting.

"I know," I greeted him. "You've come to tell me it hasn't worked."

He gave me a withering look. "No," he said, "I've come to borrow a sprocket extractor. Mary's been reading the instruction book and she wants the ignition retimed tonight. She says we can't trade it in as it is."

"Trade it in?"

"We're having a new three-fifty twin. We're going halves."

"Well," I said, "that's something, anyway."

"I want a five-hundred single," Ernie retorted petulantly—"and no girl riding it half the time."

"Listen," I said. "All is not yet lost. This interest of hers is probably a flash in the pan. You'll have to take up scrambling or trials riding."

"Oh no," he said with complete finality. "Not me!"

"No," I agreed on second thoughts. "But you could take her to watch: it can be awfully cold and muddy at a scramble."

"Perhaps I'll try," he said half-heartedly. "It won't do any good, though."

But it did. Mary took to scrambling and dragged Ernie off to some distant venue every weekend, wet or fine. And in no time she developed a seething disgust at Ernie's persistent refusal to have a go at it himself. So when a regular scrambles man offered her a lift on his pillion one day she was tucked up behind him before Ernie could say goodbye.



"... with Ernie on the pillion"



Preparation for the Speedway Championship of the World at Wembley (reported last week) is discussed on this page. Here is preparation of another type—Barry Briggs, the ultimate winner, at work on his machine

On the Four Winds

By "NITOR"

A WHEEL BENCH

Several readers have written to discuss their methods of removing and fitting tyres since my article on the topic appeared two weeks ago. Perhaps the most useful dodge that has arisen comes from K. J. Williams, of Moseley, Birmingham, who says that by removing the lid from a refuse bin a motor-cycle wheel can be placed comfortably across the top during a tyre swap. If you are happy to use levers for easing the last foot or so of tyre into the rim the scheme has obvious merit (but choose the day after the refuse collectors have called—not the day before they are due).

TWO-HOUR SPEEDWAY Did any among the 61,000 odd at Wembley Stadium last Saturday week give a thought to the work involved in laying and removing that speedway for the world's championship final? Although most of the two bends are there permanently, the football pitch extends right up to the dog-track fence at its corners and to within nine feet of the fence at its sides. To make room for the speedway straights, therefore, some 15,000 turfs have to be removed, plus soil to a suitable depth. Then in go 150 cubic yards of cinders as base, followed by over 200 tons of shale. The

pitch was taken up last July, allowing plenty of time for preparation of the speedway. But, with an England v. Russia football match only a month away, there was very little time for taking out the track and putting back the pitch. Percy Young, Wembley's chief groundsman, told a colleague that work would start after the meeting and continue through the night. With 30 men, four lorries and two Chaseside mechanical diggers he aimed to have the shale and cinders out and away by Sunday morning. The soil would arrive on the Sunday and pegging and levelling would proceed apace so that, weather permitting, they could start laying turf on the Tuesday. All that for two hours' racing!

3,000,000 LUMENS

Like most of us on *The Motor Cycle*, my colleague of the last paragraph has an inquiring mind where the technical side of things is concerned. Counting 40 lamp standards around the speedway, each with a horizontal arm bearing three lamps, he then noticed that the middle bulb in each case was smaller than the outer bulbs and different in shape. Why the difference? What was the total loading? He sought out Frank Back, chief electrician of Wembley Stadium. The outer lamps are 2,000-watt tungsten bulbs. Those in the middle are 400-watt mercury vapour lamps. With all the lamps on, therefore, the load is 176 kilowatts. There are two supplies which feed alternate standards and each supply is arranged in three phases. Hence in the event of bad trouble only the lamps on every sixth standard would go out. Tungsten alone gives a tinge of gold. Mercury vapour alone makes things look blue. The result of mixing the two is an intense white light which gives true colours, an important factor not only as regards riders' helmet colours but also to avoid giving visiting V.I.P.s blue or yellow faces! And the value of all that light? Around three million lumens.

READY SOLUTION ?

Something of a storm in a teacup, one gathers, has been raging in the Alloa area of Caledonia since the scooter rally on September 14. The row hinges on the results of the *concours d'élégance*, in which some apparently feel that they were treated unfairly—due weight, they say, was not given to the fact that some scooters were slightly older and hence more shopworn than others. The programme stated that the machines would be judged on the basis of "external and internal cleanliness," which are the factors on which most *concours* are judged. But surely the answer is very simple? Has no one thought of the not-very-original scheme of splitting the scooters up into various age groups?

THE HONEYED TONE

Oxford police last week were stopping motor cyclists and scooterists not wearing safety helmets and asking them the reason why. Many readers have since written to me in fairly cutting terms, regarding the matter as a trespass on their civil rights. It would appear from what I can gather that all that was happening was that the police were making a survey (the result of which shows that only two in every five riders were helmeted). The question of the trespass on civil rights rings a bell with me, for I find nothing more infuriating than to have a journey interfered with because someone in uniform wants to pry into my private affairs. In this instance, however, the police were obviously engaged in a courtesy campaign in an attempt to analyse the reasons for the ratio of injured to accidents in their shire. You, as a free citizen, can stand on your dignity and move on should you be asked to assist in such an analysis. Or you can be public spirited and help all you can. In a case such as that under review, I would have been inclined, I think, to adopt the honeyed tone.

SWALLOW SIDECAR IMPROVEMENTS

New Small-wheel Chassis Available : Windscreens of Safety

Glass on Fixed-head Saloons : Jet 80 Modifications

NOWADAYS associated with the Watsonian organization, Swallow sidecars nevertheless preserve their separate identity and in the range for 1959 many traditional characteristics of the marque are retained. As before, the programme embraces sidecar bodies of all types, from the open Swift single-seater designed for use with a scooter to the commodious Vulcan double-adult saloon. Intermediate passenger models are the Sprite scooter saloon, the all-plastic Jet 80 sports model and the Tudor and Comet saloons, respectively a luxury single-seater and a child-adult sidecar. Two commercial boxes complete the range.

Chassis for the Swift and Sprite and also for the Scooter Box commercial carrier is the S/W design. It is of single-tube construction and features a sprung disc wheel; tyre size is 3.50x8in. For the Tudor, Comet, Vulcan and Standard Box models alternative chassis are available. They are the long-established Pathfinder and Velvet Mark 1 designs and a newly introduced chassis designated Velvet Mark 2. Main difference between the Pathfinder and Velvet Mark 1 is that the resiliently mounted wheel arm has a leading disposition on the Pathfinder and is vertical on the Mark 1.

The new Velvet Mark 2 is virtually the Watsonian SV chassis fully described in *The Motor Cycle* for September 18. It is of bronze-welded construction and provides a choice of locations for the seat-arm and lower front connections to simplify the job of aligning the chassis on the machine. The brake pedal has a wide range of adjustment both laterally and vertically. The pivoted bell crank carrying the wheel and the spring-and-hydraulic suspension unit are mounted below chassis-rail height. Shod with a 4.00x10in tyre, the wheel is attached by studs and nuts and embodies a 7in-diameter brake.

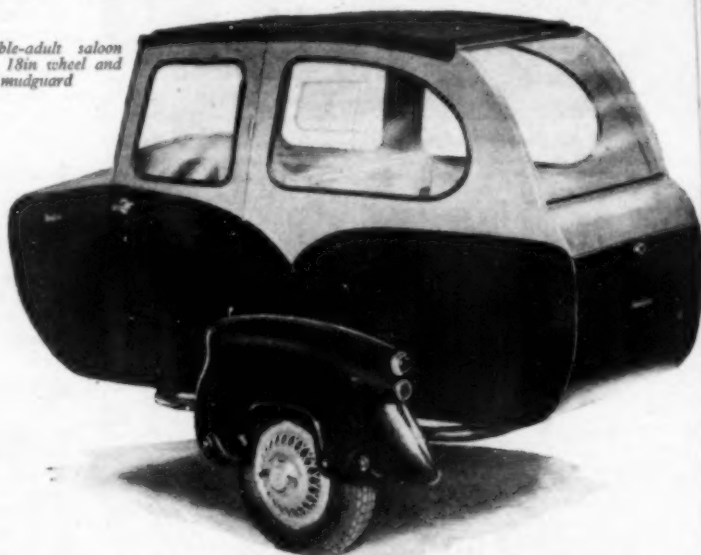
When the Mark 2 chassis is specified a shapely, moulded-plastic mudguard, bolted to the side rail, is provided. Bodies mounted on the Pathfinder or Velvet Mark 1 chassis retain the traditional Swallow feature of a mudguard secured directly to the body.

Final chassis in the range—for the exclusive use of the Jet 80—is the famous Silk. Briefly, it comprises a single loop which surrounds the body. Near the front, the body is pivoted to the chassis side rails while the rear is mounted on two arms pivoting in bonded-rubber bushes. Rubber in torsion is also the springing medium for the leading arm which carries the wheel.

When first introduced (as the result of

an export order), the little Swift open model was not provided with a windscreen. Britain's climate, however, is very variable and so the home-market version is provided with a framed screen

Vulcan double-adult saloon with 4.00 x 18in wheel and faired mudguard



in Cobex. The export model can be arranged for fitting to the left or right of the scooter. Equipment includes a tonneau cover to enclose the cockpit when no passenger is carried. A hood can be supplied to order.

Saloon counterpart of the Swift is the trim little Sprite. Both models are of steel-panelled coachbuilt construction with a half-height door. The steel has a speckled finish as protection from rust and is standardized for all metal-panelled Swallow bodies. For the Sprite saloon head, which is hinged at the right-hand side, 1/4in-thick plywood is employed, trimmed inside and out with Rexine. The side and front windows are of Cobex. The detachable hood embodies a press-stud-retained ventilating flap at the rear. A two-colour finish can now be supplied, with matching two-tone upholstery.

Common to the three larger saloons—the Tudor, Comet and Vulcan—are new windscreens of toughened safety glass set in draughtproof mouldings. In most other respects the three bodies are unchanged, although a modified decorative scheme is employed for the Vulcan two-seater: the

horizontal aluminium beading at waist level is discarded and instead the upper part of the body is finished in Dover white while the lower part may be in any colour to choice, with a vee-shape styling line to separate the two colours.

All-weather comfort for one passenger is furnished by the Tudor which, like the two larger models, is provided with a wide, full-height door for easy access. The outside-opening locker provides ample parcels space and its lid has a barrel-type lock. Built into the roll-up hood are

spring-steel strips which obviate unsightly sagging—a feature also included in the Comet and Vulcan specifications.

In the Comet model the forward seat will accommodate an adult passenger while a second passenger up to 5ft tall can be carried in the rear seat. A sliding ventilator is fitted in the right-hand forward window and this refinement is repeated in the Vulcan, a model with unusually generous window area.

As mentioned earlier, a mudguard is normally attached directly to the Tudor, Comet and Vulcan bodies to suit the 19in wheel (with 3.25in-section tyre) of the Pathfinder and Velvet Mark 1 chassis. A rubber stop on the forward face of the guard protects the paintwork of the door from damage. The separate mudguard moulding of the Mark 2 chassis incorporates facings to front and rear which house the lights and reflector.

An up-to-the-minute streamlined sports model, the famous Jet 80 is of glass-reinforced plastic throughout. Continuing the theme, the mudguard of the special Silk chassis is a further plastic moulding with inbuilt front and rear lights. In

INTERNATIONAL SIX DAYS' TRIAL

(Sept. 1958)

Royal Enfield

WINS
A MANUFACTURERS' TEAM PRIZE
and
THREE GOLD MEDALS

Johnny Brittain ("350 BULLET")

Peter Stirland ("350 BULLET")

Peter Fletcher ("350 BULLET")

3 "350 BULLETS" ENTERED—

3 GOLD MEDALS—

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Subject to official recognition



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INTERNATIONAL SIX DAYS' TRIAL

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**ROYAL
ENFIELD**
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LUCAS
MAGNETOS
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JOSEPH LUCAS LTD . BIRMINGHAM 19

Roomy single-seater—
the Tudor features a
full-height door



external appearance the Jet 80 is unaltered but there is a change in manufacturing technique in that the windscreen frame, previously integral with the main body shell, has now been made detachable to ease dispatch problems.

For light delivery work the commercial Scooter Box is, as the name implies, a straightforward coachbuilt body suitable

for attachment to the majority of scooters. The internal package space is 50in long and 16in wide; depth from lid to floor is 18in. The other commercial body, the Box Carrier, is of rectangular design and can carry loads of up to 300 lb. The full-length lid can be arranged to open from either side according to choice. Standard finish of the Box Carrier is in green or

black. Light grey distinguishes the Scooter Box.

The makers are The Swallow Coachbuilding Co. (1935), Ltd., Albion Road, Greet, Birmingham, 11. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Bodies with Chassis	Basic Price £ s d	Total Price £ s
Swift s.s. on S/W chassis	52 2 1	65 0
Sprite s.s. saloon on S/W	54 2 2	67 10
Tudor s.s. saloon on Velvet Mk. 1 or Pathfinder	78 3 2	97 10
Tudor on Velvet Mk. 2	84 19 5	106 0
Comet c.a. saloon on Velvet Mk. 1 or Pathfinder	80 5 2	100 0
Comet on Velvet Mk. 2	86 19 6	108 10
Vulcan d.a. saloon on Velvet Mk. 1 or Pathfinder	92 3 8	115 0
Vulcan on Velvet Mk. 2	99 0 0	123 10
Jet 80 s.s. sports on Silk	86 3 5	107 10
Scooter Box on S/W	37 10 0	no p.t.
Standard Box on Velvet Mk. 1	52 16 6	no p.t.
Standard Box on Velvet Mk. 2	57 10 0	no p.t.

Chassis	Basic Price £ s d	Total Price £ s
Velvet Mk. 1 or Pathfinder	28 1 2	35 0
Velvet Mk. 2	35 13 5	44 10
S/W	18 16 10	23 10
Silk	38 1 7	47 10

Bodies	Basic Price £ s d	Total Price £ s
Swift	34 17 5	43 10
Sprite	36 17 6	46 0
Tudor	51 14 1	64 10
Comet	53 14 2	67 0
Vulcan	65 14 8	82 0
Scooter Box	20 0 0	no p.t.
Standard Box	28 5 6	no p.t.

Extras	Price £ s d	Total Price £ s
Tonneau cover on Jet 80	1 10 0	no p.t.
Braked wheel on Velvet Mk. 1	5 1 6	6 10
Pathfinder, Silk	2 10 0	no p.t.
Mudguard with lamp on Velvet Mk. 1 or Pathfinder	2 10 0	no p.t.
Chromium-plated wheel disc (dummy spokes) on Velvet Mk. 2	15 0	no p.t.

Abbreviations: s.s., single-seater; c.a., child-adult; d.a., double-adult.

COMPETITION COMMENTARY By RALPH VENABLES

Always Check First

La-downers' Information May Not be Accurate : Edwards is Back

ONE of the finest natural observed sections I have ever seen is a boulder-strewn lane near Abergavenny. Used in the 1958 Mitchell Trial and known as Jenkins' Torment, it is so difficult that only Roy Peplow managed to make a clean climb this year. And while I was there the chief marshal mentioned that a landowner, who had recently acquired adjoining property, had announced that the lane was classed as a footpath and so must never again be used for trials. Suspecting that this might be a bit of a "try on," I went straight to the Rural District Council offices in Abergavenny and asked to see the Access to Countryside maps (with their official designation of footpaths and bridleways). Sure enough, Jenkins' Torment turned out to be a public highway. The moral of this little story is that trials organizers should never believe what they are told by landowners. They should always check with the local highway authorities.

THERE is another side to this question of footpaths and bridleways—perhaps less apparent. Many times, when looking for new trials sections, I have queried the status of old tracks with local

residents and been assured that they were "public rights of way." Asked whether that meant footpath, bridleway or road, my informants have looked blank, and protested that if the tracks were public they were all right to use in trials. Nothing could be farther from the truth. Organizers who place blind reliance on such assurances will as often as not lay themselves open to a £50 fine. So I say again, *always* check on the county council maps—regardless of whether the "natives" are hostile or friendly!

BACK from Germany on a month's leave is Sgt. Mervyn Edwards, winner of the Army Championship Trial in 1955, the Allan Jefferies Trial in 1956, and many other events. Edwards moved last July from Bordon to München Gladbach (where he is in charge of technical stores) and he expects to remain in Germany for three years. Highlight of his home leave will be competing in the Army Championship Trial on Saturday. One foresees a keen tussle between Edwards, Pat Brittain, Arthur Lampkin and Bob Hart—but what a pity that the Army event again clashes with the West of England Trial.

RECENTLY I wrote about the feeling of autumn in the air—now we are into October and on Saturday comes the first of the autumn manufacturer-supported nationals—the "West of England." Quite an occasion, too, for this is its Silver Jubilee and the organizers are sparing no effort to make the event a real rasper. Richard Walford, clerk of the course, tells me that there will be at least four brand new sections—all designed to rectify last year's shortage of mud. The trial was first held in 1927, and by 1930 its popularity was such that the entry of 130 included no fewer than ten women. Those indeed were the days!

FOUR weeks ago, discussing the British team's defeat in the Moto-Cross des Nations at Knutstorp, I asked: "Where can British riders get the opportunity to participate in scrambles which are long enough and tough enough to expose weaknesses?" D. Taylor, an enthusiast from Redditch, writes to remind me of the Experts' Grand National at Rollwood last July. But the "Experts" is run over a distance of only 31 miles—exactly the same as the Sunbeam Point-to-Point at Petersfield. Can 31 miles of mainly smooth grassland compare with the 52 miles (20-mile heat, 32-mile final) of iron-hard undulations which confronted competitors at Knutstorp on September 7? The fact of the matter is that only a rigorous series of continental scrambles before the Moto-Cross des Nations will reveal the best talent—to say nothing of weaknesses (physical and mechanical) which so seldom show at home.

New Record for Aintree

Sights Raised in the Season's Finale at Northern Circuit : Three

More Wins Added to John Surtees' Bag

OUT of a welter of near-confusion, inevitable at the beginning of a class handicap such as last Saturday's Aintree Century, order began to emerge around the ninth of the 34 laps. And order saw Alastair King out front, astride a faired two-fifty N.S.U., with Derek Minter leading the three-fifties on a Norton, and John Surtees ahead of the five-hundreds with his MV Agusta four. Where were Minter and Surtees in the race as a whole?

On Lap 12 Minter was fifth and Surtees ninth, with Bob McIntyre (Norton) two further places down. Second was Bill Smith on a two-fifty N.S.U. The Juniors had taken a 3m 30s handicap and the five-hundreds seven minutes. And Surtees, as brilliantly on form as he has ever been, was out to catch the leader, smashing records almost contemptuously in the process: 85.99 m.p.h. on Lap 7 . . . record; 86.12 on the 13th . . . record; and finally 86.36 . . . record.

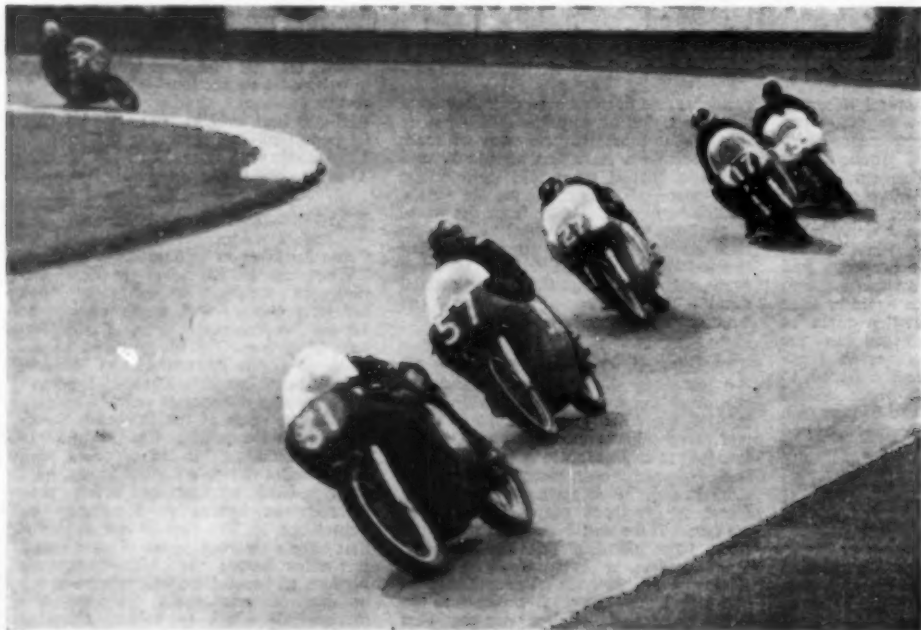
By Lap 22 he was second, and he took the lead on Lap 26 after screaming round King as he went into Waterway Corner. Such riding! It was good to get him in the lenses on the approach to Tatts. Mell-

ing is a to-fro jink at his speed, which makes the also-rans look as if they are in reverse. He puts the wheels meticulously out on the far edge, lays the machine over in a positive movement, and uses the whole road to permit an angle that very few others approach. As he takes up the slack he rises in the seat, has a good look back across the corner, and then settles down to a mile or so of three-figure straight before repeating the procedure down by the canal. His riding quite took the breath away.

On the MV's performance last Saturday, that was that. But interest switched to Bob McIntyre battering his way round in fifth place with but four laps to go and only 40s behind the second man, King, at that stage. So Minter and Bob Anderson, lying between him and King, were in his sights, and Anderson's Norton was behind them by the end of the lap. He passed Minter on the 13th lap as they went down to Waterway and on the next lap King's N.S.U. went back with the rest of them. Into Becher's McIntyre was second for keeps. Against Surtees' MV Agusta even Mac, with all his skill, had no chance of a win.

Yet John Hartle's MV was unimpressive. It had made nice noises in a battle with Alan Holmes' Norton, which it eventually beat, but the effort sent it off, tired and sick, around Lap 19. Three Nortons fought an internecine war in the middle distance: Ray Fay, Peter Read and Tom Thorp. And Gary Hocking overdid it at Tatts, taking a toss into the straw-yard, fortunately with only a shaking. The best incident on this corner occurred in the sidecar handicap, when Fred Hanks lost his back wheel adhesion on touching grass and described a tight and unorthodox circle, generating enough centrifugal force to spill his passenger, E. Dorman, out on the tarmac. Hanks thereupon circled on the inner grass while Dorman picked himself up and leaped aboard once more. They lost no more than a second or two.

That race was notable for some dashing cornering. On Lap 14 Pat Millard's Norton looked as if it was about to run wild on the same corner. Ted Young, overtaking at that time and in the lead, fortunately took the corner unusually wide and so was on a good avoiding line. The incredibly low-built E.T.Y.-Triumph had been snaking badly under braking in the earlier scratch race, on which the handicaps are based, but apparently the Younguns had shaken the gremlins out of the brake drums, for they drove a steady race to win on handicap. Florian Camathias was, of course, the star three-wheeler, but Bill Boddice earned top marks in the



Mid-field, line astern group in the 350 c.c. Race. Coming out of Tatts Corner are Derek Minter, Peter Read, Paddy Driver, Mike Hallwood and George Salt—all on Nortons. Entering the turn (on another Norton) is Alastair King

IRISH MOTO-CROSS

500 c.c.

1st

**J. DRAPER
B.S.A.**

350 c.c.

1st

**P. N. TAFT
B.S.A.**

250 c.c.

1st

**F. C. DICKSON
DOT**

INTERNATIONAL 6-DAYS' TRIAL

MANUFACTURERS' TEAM AWARDS—

Ariel · Matchless Royal Enfield

AND 27 GOLD MEDAL AWARDS

(subject to official confirmation)



NOTHING SUCCEEDS LIKE SUCCESS!

The comfort, safety and complete dependability Dunlop tyres give to the everyday rider stem from experience gained in racing, trials and scrambles. That's why you can, with confidence, fit Dunlop—for *your* kind of riding!

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CASTROL WINS



INTERNATIONAL SIX DAYS' TRIAL

1st CZECHOSLOVAKIAN
'A' TEAM-JAWA

International Silver Vase

1st CZECHOSLOVAKIAN
'B' TEAM-JAWA

Also **8** Manufacturers' Team Prizes

JAWA 'A'

ROYAL ENFIELD

JAWA 'B'

GILERA 'A'

CZ 'A'

GILERA 'B'

CZ 'B'

GILERA 'C'

and **50** Gold Medals

(Subject to official confirmation)



THE MASTERPIECE IN OILS

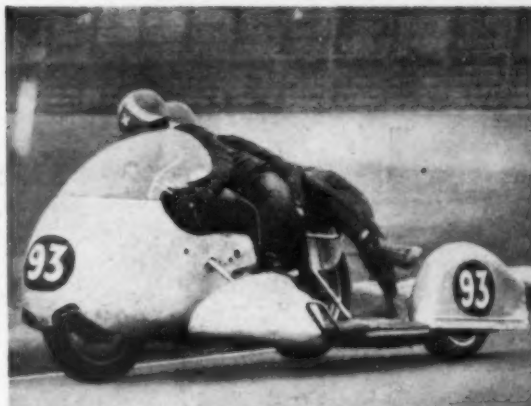
scratch race for a wonderful scrap with Pip Harris, in the course of which he made fastest lap.

The weather was fine and cold, with a dry track and a stiff breeze from the south-east. Records fell all day long. Dave Chadwick started the ball rolling, putting the ultra-lightweight figure up by over 3 m.p.h. Inevitably, though, that made the race itself a strung-out affair. The Junior whipped up the excitement, for while Surtees, unusually, was lost in the welter away from the start, he was third at Bechers, second at the end of the lap, first at Bechers on the second lap and 100 yards in the lead at the end of that run-round. Thereafter the old familiar song was heard again—the multi-cylinder Italian aria that has stirred the blood so often, even in a wet and cold British summer like this year's. Read, W. D. Craig, Alastair King and Alan Trow (Nortons) were a sight to see on Lap 9 of this race, riding in line astern and equally spaced and going very fast. On the last lap but one it was Craig, Trow, Read and King at roughly the same spacing, so that one can guess the struggle that went on in between.

With Chadwick well away in the Lightweight, the fight for the places behind him became the spectator focal point. Mike Hailwood, nothing if not consistent, remained steadfastly third on the lap chart throughout, yet from Lap 3 to the end he had been involved in a three-way scrap with Tommy Robb (N.S.U.) and Alastair King on a similar mount. But when King moved up from fourth to second (Lap 6), Robb simultaneously dropped past Hailwood to fourth.

The Senior was terrific. There was an immense peeling-off from the start into

Winner of the sidecar scratch race, Florian Camathias of Switzerland sweeps his B.M.W. outfit through Anchor Corner. Bill Boddice and Pip Harris (Nortons) scrapped behind Camathias but lacked the speed to challenge him



Waterway, Hartle and Surtees in the lead and still in that order at the end of the first lap. But then Surtees got down to it and the big question became whether McIntyre could vanquish Hartle. On the fourth lap there was hardly daylight between them, and during the seventh and eighth laps Bob was giving a lesson in slipstreaming, holding the MV to a wheel-track. However, Tom Fenwick's T.J.S. got in the way next time round and Hartle went ahead. Yet he was only coming out of Melling Crossing as Surtees took the flag, and McIntyre was 80 yards farther back. In this race, too, Surtees broke Geoff Duke's Gilera record of 83.85 m.p.h., but his higher speed in the later handicap made it a short-lived supremacy. If ever a rider had a success-

ful season, this young Londoner has had one in 1958. But let there be no doubt about his deserving it; for in the saddle he is truly genius.

125 c.c. Race (5 laps): 1. S. M. B. Hailwood (F.B. Mondial), 70.55 m.p.h.; 2. D. V. Chadwick (MV Agusta); 3. H. Peel (MV Agusta). **Fastest Lap**—Chadwick, 75.07 m.p.h. (record). **250 c.c. Race** (15 laps): 1. J. Surtees (MV Agusta), 80.87 m.p.h.; 2. R. McIntyre (Norton); 3. D. Minter (Norton). **Fastest Lap**—Surtees, 82.19 m.p.h. (record). **Sidecar Race** (10 laps): 1. F. Camathias (B.M.W.), 75.08 m.p.h.; 2. W. G. Boddice (Norton); 3. P. V. Harris (B.M.W.). **Fastest Lap**—Boddice, 78 m.p.h. **250 c.c. Race** (8 laps): 1. Chadwick (MV Agusta), 75.45 m.p.h.; 2. A. King (N.S.U.); 3. Hailwood (N.S.U.). **Fastest Lap**—Chadwick, 77.47 m.p.h. (record).

500 c.c. Race (15 laps): 1. Surtees, 83.96 m.p.h.; 2. J. Hartle (MV Agusta); 3. Minter. **Fastest Lap**—Surtees, 85.44 m.p.h. **Sidecar Handicap** (15 laps): 1. E. T. Young (S.T.V.-Triumph), 68.49 m.p.h.; 2. J. Beeton (Norton); 3. Camathias. **Fastest Lap**—Camathias, 75.21 m.p.h. **Aintree Century Handicap** (34 laps): 1. Surtees, 85.03 m.p.h.; 2. McIntyre; 3. King (248 N.S.U.). **Fastest Lap**—Surtees, 86.36 m.p.h. (record).

Clear-cut Winners

Eric Adcock and Peter Wraith Best in National Greensmith Trial

BY a margin of 14 marks Eric Adcock (248 Dot) won the national Greensmith Trial from Norman Crump (497 Ariel) on Sunday—and in the sidecar class Peter Wraith (497 Ariel) finished no fewer than 26 marks ahead of runner-up Bob Williams (497 Ariel). It was a tough trial, far tougher than the majority of this year's national events. The course of close on 60 miles contained 40 observed sections which, as a result of the wet summer, were in ripe condition. As originally planned by the organizing South Birmingham Club the course would have had 43 observed hills, but the group of three at Titterstone Quarry (high in the Cleve Hills above Ludlow) was cut out because swirling mist at that altitude reduced visibility almost to nil.

Starting and finishing as usual at the Cape of Good Hope Inn, Billingsley, the event afforded an opportunity for practice for next month's British Experts' Trial—for several of the hazards were old favourites such as Cobblers Lane, Park Lane and Crumpsbrook. Before these, however, competitors had been confronted

with an abundance of mud at Deserts and Lobby Stream, though both Roger Kearsey (348 B.S.A.) and Doug Chadwick (197 Dot) rode as far as Cobbler's Lane before incurring any penalty. Adcock started badly, with some strenuous footwork in the very first section—but thereafter rode brilliantly. Even so, his total for the day was 39 marks lost.

A fantastically difficult new version of Park Lane took the solos (of which there were 56 in an entry of 67) a long way up the familiar stream at Bedlam, near Bitterley. The rocks grew larger with every hard-fought yard until, towards the top of the second section, there was a massive step which brought all save Arthur Shutt (248 Francis-Barnett), Roger Kearsey and 18-year-old Jimmy Sandiford (347 Ariel) to a crashing standstill. The third section of Park Lane halted all but six solo stalwarts. An entirely different part of the stream was observed for sidecars, and the rocks were much less fearsome. Even so, only Peter Roydhouse (490 Norton) kept on the move.

And so it went on. Horseditch, Angel

Bank (downhill), Collybrook, Crumpsbrook (only Adcock clean in the first section of this well-known hazard), Callow Lane, six separate sections at Down Brook, two at rocky Oretan Quarry, one at Hardwick Forge and three at the always muddy Duddlewick. Then back to the first section (taken in the reverse direction) for a final fling, before finishing an almost too difficult trial.

Best Solo—E. Adcock (248 Dot), 39 marks lost. **Best Sidecar**—P. Wraith (497 Ariel), 55. **Runner-up Sidecar**—E. T. Williams (497 Ariel), 59. **250 c.c. Award**—I. C. Shennan (199 Triumph), 56. **350 c.c. Award**—D. G. Langston (347 Ariel), 60. **500 c.c. Award**—N. J. Crump (497 Ariel), 55. **Team Prize**—Manchester "17": Adcock, D. Chadwick (197 Dot), E. Sellars (497 Ariel), 191.

First-class Awards—Chadwick and R. F. Kearsey (348 B.S.A.), 62; A. Shutt (248 Francis-Barnett), 63; J. W. Garner (499 B.S.A.), 67; B. J. Hanley (197 James) and P. W. Roydhouse (490 Norton sc), 81.

What You Paid

SEVERAL taxation records were achieved last year. Taxes paid by British road users topped the £500 million mark for the first time; fuel tax accounted for more than half that sum and vehicle and licence duty income rose to over £100 million. These and many interesting statistics dealing with British roads appear in the 1958 edition of *Basic Road Statistics*. The booklet is issued annually in an attempt to bring some order into the confusion which arises from the welter of road statistics. It is obtainable, price 1s, from bookstalls.

Skill and Safety

ORGANIZED jointly by the Royal Society for the Prevention of Accidents, the Royal Automobile Club and the Auto-Cycle Union, the first Metropolitan Motor Cyclist of the Year competition was successfully completed last Sunday. The finals took place at Hendon aerodrome. Purpose of the competition, which it is hoped, will become an annual affair (and which has the active support of the Metropolitan Police) is to encourage riders to achieve the highest possible standards of roadcraft, skill and courtesy. Eliminating heats had been held at 12 centres in the London area and had reduced the many hundreds of entrants to 60 finalists.

Competitors' licences and insurance certificates were checked for validity when they signed on, after which machines were given a thorough inspection for road-worthiness and safety helmets were checked for serviceability. Marks were lost for such defects as badly adjusted brakes, inoperative lighting bulbs and deteriorated stitching of the helmet harness. The general standard was commendably high.

Then followed five tests to reveal the finalists' skill in handling their machines. The names of the tests—banjo, wiggle-wobble, hill-climb, riding the plank and go-stop-go—are indicative of their nature.



Watched closely by Alan Baker, technical editor of "The Motor Cycle," J. Bown of the Tiger (Grays) Club wriggles his lightweight between the posts in the wiggle-wobble.

R. KELLY BECOMES METROPOLITAN MOTOR CYCLIST OF THE YEAR AT HENDON FINALS

That causing most trouble appeared to be the wiggle-wobble, at which the judge was Alan Baker, technical editor of *The Motor Cycle*. It called for tight turns between five pairs of posts in zig-zag formation, with progressively smaller gaps between the two posts; at the last pair there was only 1in clearance each side over the handlebar width. Low-speed control and a good steering lock were essential for success and the difficulty was such that only five entrants were unpenalized for touching the poles, footing or stopping.

The hill-climb, too, was responsible for a considerable loss of marks. It was necessary to stop at a line on a ramp, restart the engine and get away without moving backward. Where some lost points was in

forgetting the effect of the extension of telescopic or trailing-link front forks following their compression on braking. The go-stop-go test was followed by a thorough grilling on the Highway Code and the Law as they affect the motor cyclist.

While the results were being worked out and the judges took a breather, the crowd of over 500 was treated to a road-safety demonstration laid on by the Hendon District Garage of the Metropolitan Police. The demonstration and its excellent commentary underlined the causes of common, avoidable accidents and was made all the more impressive by the skill and timing of the riders and drivers.

For the awards presentation, by Assistant Commissioner D. E. Webb, the competitors lined up with their machines in front of a dais. The Assistant Commissioner spoke of the rapid increase in the number of two-wheelers on our roads (there are now over 280,000 in the greater London area) and pointed out how desirable it was that riders should use every means in their power to reduce accidents.

The title, and with it the Company of Veteran Motorists' challenge trophy, went amid loud applause to R. Kelly, from the Heston and Isleworth district, who lost 71 marks and was one of the only three to remain in double figures. The others were C. Tattam (Brentford and Chiswick), who was winner of the scooters and mopeds class with 88 marks lost, and M. Pitson (Uxbridge) who gained the up-to-250 c.c. award with a loss of 81 marks.

Challenge Trophy.—R. Kelly (Heston and Isleworth), 71 marks lost. **Class A** (scooters and mopeds).—1, C. Tattam (Brentford and Chiswick), 88; 2, D. Campling (Walton and Weybridge), 111; 3, M. Bishop (Wembley), 122. **Class B** (under 250 c.c.).—1, M. Pitson (Uxbridge), 81; 2, J. Morgan (Sevenoaks), 115; 3, J. P. Dieterich (Heston and Isleworth), 120. **Class C** (over 250 c.c.).—1, Kelly; 2, Maj. R. C. R. Money (Thurrock), 101; 3, E. W. Roberts (Wimbledon), 116.



To the victor the spoils. Metropolitan Motor Cyclist of the Year, R. Kelly of the Triumph Owners' Club and a competitor from the Heston and Isleworth region, receives his award from Assistant Commissioner D. E. Webb.



Mobil winners

AINTREE 'CENTURY' INTERNATIONAL

500 c.c.

1st J. SURTEES - - - - MV AGUSTA
83.96 m.p.h.

350 c.c.

1st J. SURTEES - - - - MV AGUSTA
90.87 m.p.h.

250 c.c.

1st D. V. CHADWICK - - - - MV AGUSTA
75.45 m.p.h.

SIDECAR

1st F. CAMATHIAS - - - - B.M.W.
73.03 m.p.h.

All on Mobilgas and Mobiloil

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TWO WINNERS

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WHATEVER YOU RIDE

TWELVE MONTHS' SAVAGE WEAR— STILL SERVICEABLE



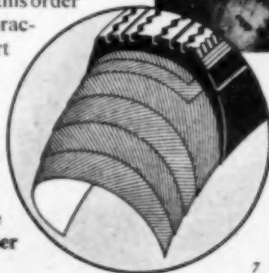
Fred Fowler gets lab. check on High-Tenacity Rayon tyre cord

FRED FOWLER is Transport Maintenance Manager at the Ham River Grit Company's depot at Chertsey, Surrey, and his tyres take a terrific beating on the fantastically rough surfaces they have to work over. He uses heavy-duty truck tyres with High-Tenacity tyre cord.

One of the Ham River Grit Company's tyres was stripped down. The rayon cords were thoroughly tested. The experts' verdict was that, having shifted over 13,000 tons of ballast, the

rayon cords were still in excellent condition. Tyre economy of this order makes a positive and practical appeal to transport people like Mr. Fowler.

Courtaulds scientists are improving High-Tenacity tyre cord all the time. This means thousands of miles of additional tyre life to the motorist and safer, cheaper transport for everyone.

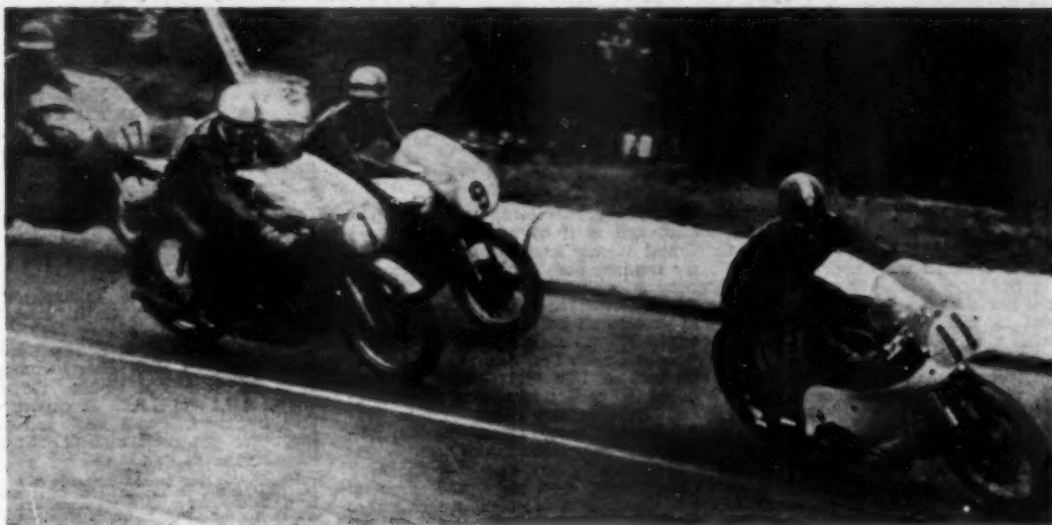


In the lab. Mr. Fowler's tyre was found to have a cord carcass still in excellent condition. The rubber tread was worn but not the High-Tenacity tyre cord! (See left how thousands of tyre cord strands form the basis of the tyre.) No other tyre cord makes tyres that run so quietly and so comfortably with such long and safe mileage.

COURTAULDS HIGH-TENACITY TYRE CORD

TENASCO[®] COURTAULDS
HIGH-TENACITY RAYON

BASIC STRENGTH OF THE WORLD'S TYRES



Scene from the Challenge Trophy Race as John Surtees (MV Agusta), No. 1, laps Dave Chadwick (Norton) and prepares to lap none other than Dickie Dale (B.M.W.)! Just in the picture, on the left, is Ray Fay (Norton)

That Man Again!

John Surtees (MV Agusta) Wins Mallory Park Challenge Trophy and Raises the 500 c.c. Lap Record to 85.87 m.p.h.

THERE was no doubt about it, the man the record crowd at last Sunday's meeting at Mallory Park had come to see was reigning world's champion John Surtees; and the noise they had come to hear was the scream of the four-lung MV Agusta. They were able to watch and listen to their heart's content for the full 38 minutes that it took Surtees to win the 40-lap Mallory Park Challenge Trophy Race from an entry that included most of the well-known riders on the 1958 racing scene.

The moment the flag dropped he made the searing sort of getaway that has become his trade mark. By the end of the starting straight he had a 30-yard lead. After a lap the order was Surtees, Bob McIntyre, Bob Anderson, Bruce Daniels, Tony Godfrey and Mike Hailwood—all on Nortons. Dickie Dale (B.M.W.) was holding off a challenge in mid-field from Bob Lawrence, Ray Fay (Nortons) and Cadwell star Fred Wallis (B.S.A.). On the tighter corners the MV Agusta was obviously proving something of a handful but still it screamed on with the consistency of an express train, its lap times varying by infinitesimal amounts. Well before half-distance the leader had started lapping the backmarkers and, by Lap 22, he had passed 16 riders, including Dale and Minter. The order at that stage was Surtees, Anderson, Hailwood and Daniels. Bob Anderson was going great guns as best of the Norton contingent.

On Lap 28 Daniels swept past Hailwood into third place. Two laps later Hailwood retired with clutch trouble—and a great tussle was over. Surtees' lead on Bob Anderson was 15s.

Dave Chadwick (Norton) and Alastair King were among the bunch just behind Dickie Dale, who was lying about tenth. They indulged in spirited duelling for the whole distance and crossed the line in tight formation. Surtees rode without let up. And the MV Agusta swept down the finishing straight to receive the chequered flag, having toppled the record lap in its progress with a tour at 85.87 m.p.h.

The programme had been opened by an East-Midland Centre Team Championship Race, for which 14 clubs fielded teams of three. Each rider rode in two heats and points were awarded on the basis of 14 for a first, 13 for a second, and so on down to the last finisher. Competition was keen and the racing close. In Heat 1 Bob Lawrence (Norton), Nottingham Tornado, led all the way, followed by Norman Storer (B.S.A.), Pathfinders and Derby Club, who is also well known as a trials rider. Heats 2 and 4 were won by Fred Wallis (B.S.A.) of Nottingham Tornado. The third heat was won by Monty Buxton, the Derwent Club, on an Eddie Dow-prepared B.S.A. Tony Sugden (Norton), Tornado, was leading on the last lap of that heat when he shed his chain. He made no mistake

in Heat 5 when he went into the lead on the first lap and stayed there. A win in Heat 6 was added to Bob Lawrence's score and he went on to win the fastest-riders' race after a hearty dispute with Fred Wallis and Peter Tomes (B.S.A.).

The Sidecar Scratch Race was the subject of much interest. That cheerful Swiss sportsman Florian Camathias (B.M.W.) was there fresh from his Aintree success. Bill Boddice (Norton), Bob Robinson (Vincent), Fred Hanks (Norton) and Ted Young (E.T.Y.-Triumph) were among the British contenders. Robinson led away from the start but at the end of the opening lap the order was Boddice, Camathias and Robinson—with the pack tightly bunched behind. On Lap 2 Camathias fell back to fourth and stayed there for three laps, when he went back into second berth. Boddice kept the taps wide and won by 15s from the Swiss.

The 250, 350 and 650 c.c. races were restricted to non-experts in order to give as many riders as possible a chance to compete. Racing was spirited throughout and rivalry keen. Outstanding in winning the 350 and 650 c.c. finals was a comparative newcomer of great promise—J. Engle (B.S.A.s).

Mallory Park Challenge Trophy (40 laps).—1, J. Surtees (MV Agusta), 84.95 m.p.h.; 2, H. R. P. Anderson (Norton); 3, B. J. Daniels (Norton); 4, B. McIntyre (Norton). Completed 39 Laps.—5, P. Driver (Norton); 6, J. R. Holder (Matchless). **Fastest Lap.**—Surtees, 85.87 m.p.h. (record).

East-Midland Centre Team Championship.—1, Pathfinders and Derby; 2, Storer (B.S.A.), A. G. Briggs (248 Velocette), J. M. Cooper (325 M.E.P.), 71 points; 3, Nottingham Tornado; 4, Lawrence (Norton), F. Wallis (B.S.A.), T. Sugden (248 Norton), 70; 5, Derwent and Mansfield Clubs, 51 (tie). **150 c.c. Final (10 laps).**—1, C. Rowbotham (B.S.A.), 71.72 m.p.h.; 2, H. Worthington (Mead Norvel); 3, K. Martin (N.S.U.). **350 c.c. Final (10 laps).**—1, J. Engle (B.S.A.), 70.45 m.p.h.; 2, H. R. Hutchinson (B.S.A.); 3, F. J. Stevens (B.S.A.). **650 c.c. Final (10 laps).**—1, J. Engle (B.S.A.), 77.81 m.p.h.; 2, J. Fletcher (B.S.A.); 3, P. W. Duff (Norton). **Sidecar Scratch Race (15 laps).**—1, W. G. Boddice (Norton), 75.73 m.p.h.; 2, F. Camathias (B.M.W.); 3, F. Hanks (Norton). **Fastest Lap.**—Boddice, 77.14 m.p.h. **Sidecar Handicap (15 laps).**—1, G. E. Greenwood (Triumph), 75.29 m.p.h.; 2, H. E. Cheney (Norton); 3, P. E. Russell (Norton). **Fastest Lap.**—Boddice, 77.59 m.p.h.

Won by One Mark

Sunbeam Club Beats Cheltenham in the Most Difficult Stroud

Team Trial to be Held Since the War

ORGANIZED annually by the Western Centre, the Stroud Team Trial was first held in 1931 (when the winners were the Baughan trio comprising Chris Stagg, Bill Hayward and Harry Baughan), and it has always been affectionately regarded as one of the less pretentious national trials. Only once since 1949 has the Sunbeam Club been beaten in it—by the Gloucester and Cotswold team in 1955. Last Saturday another Sunbeam success was recorded.

But by what a narrow margin! The successful trio comprising Gordon Jackson (348 A.J.S.), Mick Dismore (346 Royal Enfield) and Harry Rayner (499 B.S.A.) dropped a total of 133 marks—just one fewer than the Cheltenham team consisting of Roger Kearsley (348 B.S.A.), Tony Davis (197 Greeves) and Douglas Heeks (124 Francis-Barnett). Kearsley won the solo premier by eight marks from Gordon Jackson. And Frank Wilkins (497 Ariel) took the sidecar award by a mark from Bob Williams (497 Ariel).

Some 60 competitors assembled at the

Hyde Garage, Chalford, for the 1.30 p.m. start, and as if by magic the grey sky almost at once gave place to blue. But the sunshine had little effect on the good Gloucestershire mud, and within 5½ miles came an observed section difficult enough to penalize all but one sidecar and three solos. Known as The Gulf, this twisting woodland path had mud, rocks, adverse cambers and abrupt gradients which called for perfect throttle control. Jackson, Dismore and Mick Griffiths (347 Ariel) were the solo heroes—and Bob Williams the only successful sidecar.

Within a stone's throw of the Gulf came Henwood—a high-speed climb up a sunken lane where many a rock lurked beneath the mud and many a mark was lost. These first two sections were tackled only on Lap 1, but the remainder of the 28-mile course had to be covered twice. Ashmeads 1 was fairly simple, but Ashmeads 2 was so slippery that on the first lap only Mick Smith (197 Cotton) coped with all three sub-sections from the standing start ruthlessly insisted upon.

No sidecars were clean and Bob Williams was best with just one dab. The hill cost Wilkins as many as ten of his 11 marks lost that day.

More Folly and Ham Mill—old favourites since the earliest days of the Stroud Team Trial—were tricky without being difficult, but all three hazards at Selsley (The Step, Eddsway and The Gully) were of sufficient severity for inclusion in a British Experts' Trial and no questions asked. Nobody mastered the first two, and only five riders had no cause to regret The Gully by the end of Lap 2—Gordon Jackson, Bill Jackson (199 Triumph), P. J. Clissold (197 James), G. B. Tuck (347 Matchless) and H. Mason (497 Ariel). The three atrocities at Selsley were for solos only, but both classes converged again for two final tit-bits, the well-known B.B.1 and B.B.2. Innocuous were they, but the trial as a whole had definitely been the most difficult "Stroud" since before the war.

National Cup (best team).—Sunbeam: G. L. Jackson (348 A.J.S.), M. Dismore (346 Royal Enfield), H. H. Rayner (499 B.S.A.); 133 marks lost. **Dunlop Trophy** (best Western Centre team).—Cheltenham: R. F. Kearsley (348 B.S.A.), A. Davis (197 Greeves), D. G. Heeks (124 Francis-Barnett); 154. **Mittele Cup** (best solo).—Kearsley, 24. **Zimmerman Cup** (best sidecar).—F. Wilkins (497 Ariel), 11. **125 c.c. Cup**.—R. G. Jackson (124 Francis-Barnett), 58. **250 c.c. Cup**.—W. E. Jackson (199 Triumph), 42. **350 c.c. Cup**.—G. L. Jackson (348 A.J.S.), 32. **500 c.c. Cup**.—Rayner, 57. **First-class Awards**.—R. T. Williams (497 Ariel sc), 12; J. E. Lee (249 Francis-Barnett), 43; Dismore, 44; A. Davis (197 Greeves), 47; M. B. Smith (197 Cotton) and W. Jackson (248 Greeves), 48; R. Cooper (347 Ariel), 50; M. C. Griffiths (347 Ariel), 51.

Endurance

Scooters Complete Imaginative

1,000-mile Test at Goodwood

THE GOODWOOD car-race circuit was the scene of much activity during Tuesday and Wednesday of last week. At midday on the Tuesday three 147 c.c. Peugeot scooters started an attempt to complete 1,000 miles in 24 hours. That meant averaging 41.6 m.p.h. It would have been an ambitious undertaking at the best of times. As matters turned out, for most of the test the conditions became worse and worse, making the riders' task even more difficult.

When the stopwatches clicked and the three scooters buzzed off, it had begun to rain and there was a gusty wind—reaching a velocity of 38 knots at times—blowing dead against them along the straight. Nevertheless, the team, most of them members of the 355 Scooter Club, pressed on. Half an hour later one of the riders, Hank Parker, spilled so heavily that neither he nor the machine was fit to continue. So a fresh start was made with the reserve scooter brought into use.

All through the night the weather conditions could not have been worse. The wind velocity had increased and there was blinding rain. The scooters pressed on, stopping only for refuelling and changes of rider. Then, at last, came a measure of relief. At daybreak on Wednesday the weather improved. The rain stopped and the sun broke through, the track soon dried and, to everyone's surprise, one of the machines—a model B—was ahead of schedule and averaging 47 m.p.h.

Not far behind was a new model C, details of which are to be withheld until just before the Show in November. It was the machine's first appearance in Britain and at the start of

the test it had covered a bare 500 miles.

The clocks ticked on and the scooters reeled off lap after lap. In the last half hour it seemed certain that the model B would be successful and hopes were high about the model C, for by then its engine had freed up considerably and was going better with every mile. It was evident, however, that the third scooter—the reserve machine—could not quite tot up the full 1,000 miles in the time, but everything pointed to it coming close to the target.

Suddenly there came near disaster. As the

plug was being changed on the leading scooter the thread stripped in the cylinder head. There had to be ingenious making do—and quickly! Metal foil from a cigarette packet was wrapped around the plug threads and gave sufficient grip for the machine to complete its 1,000 miles with 20 minutes to spare!

Meanwhile the model C was being given the gun and, when time was up, was only 1½ miles short of its 1,000. Just afterwards the reserve model was flagged in. It had covered 967.2 miles in the 24 hours.

Nearing the end of the Goodwood tests, D. Startup adopts a racing crouch as he strives to beat time. This machine covered the 1,000 miles target figure with 20 minutes in hand



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MATCHLESS, 600 c.c. G11 Twin, black/chrome	£288 13 11	£263
MATCHLESS, 600 c.c. G11 Twin, s/s specification	£290 3 10	£266
NORMAN, 350 c.c. Super Twin, black/chrome	£199 12 6	£175
NORTON, 300 c.c. Dominator 90, pearl grey	£283 16 9	£266
NORTON, 600 c.c. Dominator 90, pearl grey	£290 3 8	£264
NORTON, 600 c.c. Dominator 90, red/chrome	£290 19 5	£267
NORTON, 600 c.c. Dominator 90, Super, twin carb., etc.	£298 12 8	£279
ROYAL ENFIELD, 350 c.c. O.H.V., Airflow, burgundy	£237 1 6	£215

	Makers' Price	WHITBY'S Price
A.J.S., 350 c.c. O.H.V., Model 16MB, black/chrome	£233 14 2	£215
A.J.S., 350 c.c. O.H.V., Twin, Model 30, black/chrome	£281 4 3	£255
B.S.A., 250 c.c. O.H.V. Model C12, black/chrome	£187 7 2	£155
B.S.A., 600 c.c. A10 "Golden Flash", green	£281 19 6	£243
FRANCIS-BARNETT, 150 c.c. Flower, green	£122 17 7	£112
FRANCIS-BARNETT, 150 c.c. Flower, green, battery lighting	£130 1 0	£100

	Makers' Price	WHITBY'S Price
FRANCIS-BARNETT, 175 c.c. Cruiser 70, green	£164 12 5	£150
FRANCIS-BARNETT, 197 c.c. Falcon 51, green/chrome	£168 14 8	£149
JAMES, 150 c.c., L16, twin-seat, pillion seats	£121 17 8	£112
JAMES, 200 c.c., K7 de Luxe, grey w/ maroon	£153 19 9	£143
MATCHLESS, 300 c.c., G3L6, red/silver two-tone	£238 15 8	£212
MATCHLESS, 350 c.c., G3L8, black/chrome	£233 19 3	£215

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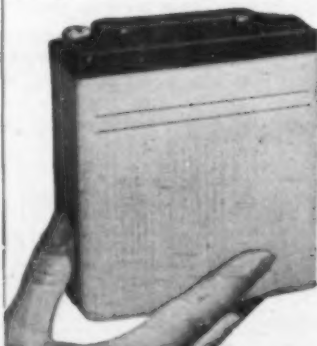
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Underbody Protection

Preparation for Sealing Underside of Scooters

Against Ravages of Corrosion

A BITUMEN-BASED preparation for protecting the underside of scooter bodies has been developed by a firm specializing in corrosion preventatives and weather-resistant materials for the building trade. Called Scootacote, the undersealing preparation can be sprayed on or applied with a brush in a matter of minutes, leaving the previously unprotected paintwork covered with a thin, dark-coloured, resilient coating said to be strong enough to resist damage by grit and stones thrown up by the wheels.

The substance is claimed to be impervious to water, petrol and salt (such as is used for de-icing roads) and is also a sound absorbent. This last point was very evident to *The Motor Cycle* staffman who rode a machine before and after treatment by the manufacturers of the product.

For spraying, the wheels and side panels were removed and the scooter was laid on its side in a special bay. Brown-paper masks were employed to protect the engine and external paintwork from the spray. (Such masks would not, of course, be necessary where an owner bought a tin of the compound and applied it with a brush.) The treatment in no way detracted from the appearance or performance of the scooter but the overall weight of the machine was increased by seven pounds.

The manufacturers are Gunac, Ltd., Half Acre House, Half Acre, Brentford, Middlesex. They visualize a one-day service for scooter owners who prefer to have the work done; for instance, a machine left before 10 a.m. would be ready for collection at 5 p.m. The cost for the average scooter is £3 10s, but a special tariff exists for club members. The price of a 7 lb tin of Scootacote for home application has not yet been decided.

New Villiers

DEVELOPMENT work on a new two-fifty single-cylinder Villiers competition engine has been finalized. It is hoped that scrambles and trials versions will be exhibited at the London Show at Earls Court.

GB Plates

PLASTIC, self-adhesive GB plates are becoming the vogue. Those produced by the Carolite concern are very light and can be attached even to a curved surface such as that of a mudguard merely by removing the backing material and pressing the plate into position. The plate is slightly smaller than those issued by the motoring organizations but is stated to conform to international requirements. The price is 3s 6d. Manufacturers are The Carolite Manufacturing Co., 51, Crutched Friars, London, E.C.3.

Charterhall Racing

A RECORD crowd of about 20,000 attended the final club-type meeting of the season at Charterhall Airfield on Sunday. There were five races for motor cycles and they produced the first-class sport which spectators have come to expect from riders on this border track. Fine weather favoured the

An operator at work sealing the inside surface of a Lambretta pressing. For the operation wheels and side panels are removed and paper masking employed to shield the engine and other components



meeting and a notable and very welcome visitor was the Duke of Kent.

A new star emerged: Bill Smith from Hoole, near Chester. It was his first ride at Charterhall and he scored two wins: in the 250 c.c. race on his N.S.U. and in the 500 c.c. event on a Norton. In both races he showed excellent style and led comfortably.

Jimmy Buchan of Perth, now a Charterhall veteran, kept up his reputation of staying in front—but only just—in the 350 c.c. event. He had a terrific tussle with D. Pratt (Norton) and the crowd roared as the pair shot along the home straight for Buchan to get the verdict by less than half a wheel.

Triumphs, two of them ridden by neighbouring clubmates from Fifehire, occupied all three leading positions in the 200 c.c. race. In the sidecar handicap there was a repetition of the close finish of the April meeting. Only yards separated the Norton outfits of F. Taylor and J. Biggs in first and second places.

250 c.c. Race.—1. A. W. Mudie (Triumph), 67.8 m.p.h.; 2. W. A. Peatman (Triumph); 3. A. Whitaker (Triumph). **250 c.c. Race.**—1. W. A. Smith (N.S.U.), 72.5 m.p.h.; 2. J. R. Simpson (MV Agusta); 3. C. Bruce (Veloce). **350 c.c. Race.**—1. J. Buchan (Norton), 75.8 m.p.h.; 2. D. Pratt (Norton); 3. G. Henderson (247 K.S.U.). **500 c.c. Race.**—1. Smith (Norton), 78.8 m.p.h.; 2. R. Graham (Norton); 3. L. Carr (Norton). **Sidecar Race.**—1. W. Jackson (Norton), 68.7 m.p.h.; 2. J. Biggs (Norton); 3. F. O. Cornhill (Norton). **Sidecar Handicap.**—1. F. Taylor (Norton); 2. Biggs; 3. Jackson.

Draper Wins in Ireland

JOHN DRAPER (499 B.S.A.) scored a comfortable win in the 500 c.c. scratch race of the Dublin and District Club's international Irish Moto-cross at Fassaroo, Co. Wicklow, on Saturday and made fastest lap. Joe Johnson of Oxford had trouble with his new 349 c.c. Dot and had to ride the two-fifty. He chased Peter Taft (348 B.S.A.) hard and when the B.S.A. man had a spot of bother on the third lap, nipped by.

In the 350 c.c. race Taft had no trouble in winning but Gerry Scarlett (249 Dot) sprang a surprise when he got by Alex Woods (B.S.A.) to take second place.

The 250 c.c. race saw none of the three English entrants starting and the event developed into a straight fight between Freddie Dickson (Dot) and Ian Williams (Francis-Barnett). Dickson led most of the way and won by three seconds. The Belfast rider B. N. Cross (197 Greeves) made a fine start and led the field at the end of the first lap, but Dickson and Williams got by him on the next lap.

The backmarkers were altogether out of the picture in the handicap and though Draper made fastest lap of the day in 1m 36s in his heat, he did not qualify for the final. Alan

Gibson on an elderly 197 c.c. Francis-Barnett unexpectedly won by a length or so from Frank O'Reilly (197 Greeves).

150 c.c. Race (4 laps).—1. F. C. Dickson (Dot), 7m 12s; 2. I. Williams (Francis-Barnett); 3. B. N. Cross (Greeves). **Manufacturers' Team Prize.**—Dot-Vict: K. Haughton, R. Kidd, J. F. Kavanagh.

350 c.c. Race (4 laps).—1. F. N. Taft (B.S.A.), 7m 23s; 2. G. F. Scarlett (249 Dot); 3. A. M. Woods (B.S.A.). **Manufacturers' Team Prize.**—B.S.A.: Taft, Woods, W. Harris.

500 c.c. Race (4 laps).—1. O. J. Draper (B.S.A.), 6m 45s; 2. J. Johnson (249 Dot); 3. F. H. Taft (348 B.S.A.). **Manufacturers' Team Prize.**—B.S.A.: Draper, Taft, Woods.

Open Handicap Final (8 laps).—1. A. H. Gibson (197 Francis-Barnett), handicap 2 laps and 1m, 13m 35s; 2. F. O'Reilly (197 Greeves), 1 lap and 15m, 13m 35s; 3. H. Mooney (249 Dot), 2 laps and 15m, 14m 18s; 4. J. Dunne (249 Dot), 2 laps and 15m, 14m 20s; 5. W. H. Russell (347 Matchless), 1 lap and 15m, 14m 21s; 6. D. H. Pearson (348 B.S.A.), 1 lap and 15m, 14m 22s. **Club Team Prize.**—Irish A: O'Reilly, E. Callaghan, W. Harris. **Runners-up.**—Knock.

A.M.C. Prices

PRICES for the A.J.S. and Matchless ranges for 1959 described in *The Motor Cycle* for September 18 have now been fixed. In the ensuing table total price includes purchase tax, payable only in Great Britain.

Model	Basic Price £ s d	Total Price £ s d
A.J.S. 14 and Matchless G2	157 10	196 9 8
249 c.c. o.h.v.	160 0	199 12 0
With rear chaincase		
A.J.S. 14CS and Matchless G2CS scrambles 248 c.c. o.h.v.	168 0	209 11 7
A.J.S. 16 and Matchless G3	185 10	231 8 3
347 c.c. o.h.v.	195 0	243 5 3
A.J.S. 16CS and Matchless G3CS trials 347 c.c. o.h.v.	195 0	243 5 3
A.J.S. 16CS and Matchless G3CS scrambles 348 c.c. o.h.v.	198 0	247 0 0
A.J.S. 18 and Matchless G60	198 0	244 10 2
498 c.c. o.h.v.		
A.J.S. 18CS and Matchless G60CS scrambles 497 c.c. o.h.v.	215 0	268 4 3
A.J.S. 20 and Matchless G9	216 10	270 1 8
498 c.c. o.h.v. twin		
A.J.S. 20CS and Matchless G9CS scrambles 498 c.c. o.h.v. twin	225 0	280 15 9
A.J.S. 20CS and Matchless G9CS scrambles 498 c.c. o.h.v. twin	234 0	291 18 4
A.J.S. 20CS and Matchless G9CS scrambles 498 c.c. o.h.v. twin	234 0	291 18 4
A.J.S. 51 and Matchless G12	230 10	275 1 6
646 c.c. o.h.v. twin		
A.J.S. 51 de Luxe and Matchless G12 de Luxe 646 c.c. o.h.v. twin	228 0	285 13 7
A.J.S. 51CS and Matchless G12CS scrambles 646 c.c. o.h.v. twin	236 0	294 16 0
A.J.S. 51CS and Matchless G12CS scrambles 646 c.c. o.h.v. twin	236 0	294 16 0
A.J.S. 7H 549 c.c. o.h.c. racing model	335 0	417 18 3
Matchless G50 496 c.c. o.h.c. racing model	345 0	430 7 9
Extras		
Lighting, A.J.S. 14CS and Matchless G2CS	6 0	7 9 9
Lighting, competition singles	10 0	19 9 8

SPORTS NEWS

Points Scoring in I.S.D.T.

Auto-Cycle Union's Proposals Discussed by Sporting Commission of the F.I.M. at Garmisch-Partenkirchen Last Week

AT Garmisch last Friday Auto-Cycle Union proposals for alterations to the regulations governing the International Six Days' Trial were considered by the Commission Sportive Internationale (the sporting commission of the Fédération Internationale Motocycliste). The proposals were formulated in the interest of safety of competitors and to meet police objections in some countries.

The suggestions are as follows. "The A.C.U. proposes that there shall be two methods of losing marks: the major penalty of loss of marks as at present defined in the regulations and a minor penalty, loss of 'points' (each five points to equal one mark) under the following rules.

"Starting (Article 971) shall still apply and any rider who fails to start within two minutes will lose one mark. In addition, any rider who fails to start within one minute will be debited with three points.

"Marked parts: the present list of marked parts shall remain. Changing any of these parts entails exclusion. In addition, other parts such as control levers, cables, brake pedals, mudguards and silencers shall be marked. Competitors will be permitted to change them but will be debited with three points for each article changed.

"Certain difficult short portions of the route shall be classed as non-stop and the start and finish will be clearly marked. Any rider who dismounts or fails to traverse the whole of such sections astride his machine will be debited with three points.

"Marks and points: the points lost shall be added together and when a rider has been debited with more than five he will lose one mark, and one mark for each additional five points.

Trophy and Vase contests: the winner in each case will be the team with the least number of marks lost, including those marks lost by way of five points or more.

"Elimination of ties: should there be a tie, the team with the least total of the remaining balance of points will be the winner. Should there still be a tie, the speed test shall decide the winner."

It will be evident that the proposals go a long way towards making the trial safer and also towards obviating the speed test as the sole tie decider. For the F.I.M. Autumn Congress (to be held in London next month) the A.C.U. will elaborate on its plans and may even stage a demonstration of special tests—stop-and-go, brake and acceleration.

Formula 1 Racing

PROGRESS towards the introduction of Formula 1 racing—for production models—is slow. At another meeting of the C.S.I. at Garmisch last week it was reported that no applications from manufacturers for registration of machines had as yet been received by national federations. The feeling was that until federations had announced their intention to organize Formula 1 events, manufacturers would be unlikely to take the initiative. Consequently it was recommended that next year at least one race for Formula 1 models be included in the programme for each classic road-race meeting. The capacity class should be decided by the organizers and the results

would not count towards the world's championships. National federations are to report progress in their arrangements at the Autumn Congress.

Races for Sports Models?

FORMULA 2 RACING—for machines in the sports category—also came in for discussion. Experience of federations with meetings for sports machines has resulted in what amounts to an abandonment of the category as such—though some form of sports-machine racing is still being considered. Meantime the C.S.I. suggests that an international class of sports motor cycles be established. To be eligible a machine will have to be of a type, 200 of which shall have been produced in series and sold through normal trade channels. They must comply with the international standards laid down for road traffic—and models with more than one overhead camshaft will be ineligible for registration. Full details are to be circulated to national federations and their views sought for presentation at the Autumn Congress.

T.T. Practising

FOLLOWING COMPLAINTS by numerous riders about this year's T.T. training schedule on the Mountain course, the A.C.U. wrote to all riders the week after the races asking whether or not they considered more practice periods necessary. Of the 93 riders who replied, 59 favoured more sessions. But the gist of the replies confirms that the real complaint was not so much the inadequacy of the total time available for training as the extreme concentration or crowding of the periods.

There were early morning sessions (4.45 to 7.15 a.m.) from Monday to Friday inclusive during the week before the races, and evening sessions (6.30 to 8.45 p.m.) on the first two of those days. Even those who kept free from mechanical bothers found themselves fatigued and short of sleep. Less fortunate riders found it impossible to avoid missing a session when faced with repairs.

A.C.U. Road-racing Stars

THE POSITIONS in the A.C.U. Road-racing Stars contest at the conclusion of the Hutchinson "100" meeting at Silverstone on September 13 show that Derek Minter and Mike Hailwood are just about certain to finish up as double winners in the solo categories with Pip Harris at the top of the sidcar class.

In the 500 c.c. class Minter has a score of 38 points to Tony Godfrey's 35, with Bob McIntyre third with 20. A score of 37 points gives Minter the lead in the 350 c.c. class, too; next are McIntyre, 30, and Hailwood, 23.

Hailwood's supremacy in the 250 c.c. category is most marked. He has 70 points while the next best score, from Purslow's, is 37; John Hamilton is third with 33. The 125 c.c. class is also headed by Hailwood, with 48 points; second is D. H. Edlin, 30, and third H. G. Dickinson, 18. With a total of 30 points in the sidcar class, Pip Harris leads Bob Robinson by eight. Bill Boddice is third with 18 points.

The contest is decided on riders' points totals for not more than eight races in each solo class and six races in the sidcar category. Only scratch races held under a national permit and free from restrictions other than engine capacity count in the Stars contest.

ALL CENTRES ARE INVITED to submit to the Auto-Cycle Union (83, Pall Mall, London, S.W.1.) names of officials who may want to apply for appointment as official timekeepers. Full details of the requirements will be sent to applicants on request.

ALTHOUGH STILL DETAINED in Ramsey Cottage Hospital in the Isle of Man, Ken Patrick, who spilled in the Manx Grand Prix, is making good progress. If the present rate of improvement continues he should be home in about a month.

A RECORD ENTRY has been received for the Sunbeam Sprint to be held at Western Undercliff, Ramsgate, Kent, on Sunday. The total number of riders is 69, which means that spectators will see some 300 runs. Among the competitors will be Bruce Daniels (Norton). Racing begins at 1 p.m.

TELEVISION will again feature scrambling when the Peterborough Club's meeting on Sunday is screened by A.B.C. Racing begins at 1 p.m. The course is situated on the Peterborough-to-Wansford road, half a mile east of the Great North Road. The whole I.T.A. network is covering the meeting between 1.30 and 2.30 p.m.

THE ARMY Championship Trial will be held on Saturday at Blackdown, near Aldershot. There is an entry of 120. The start is at 8.30 a.m., when riders will tackle a cross-country ride of approximately 35 miles. Thereafter they will compete over a course containing 12 observed sections. At the finish (also at Blackdown), the Deputy Chief of Staff, Lt.-General Sir Harold Pyman, will present the awards.

JUBILEE YEAR for the national West of England Trial to be held near Newton Abbot, Devon, next Saturday, has been marked by a record entry of 160. There are seven manufacturers' and seven club teams entered. In the list of 149 solos and 11 sidcars are Gordon Jackson, Jeff Smith, John Brittain, Sammy Miller, John Giles, Frank Wilkins and Frank Darrieulat.

LONDON'S LAST RACE MEETING this year is the B.M.C.R.C. Club Day at Crystal Palace on Saturday. Among the many short-circuit stars taking part will be Alan Trow, Derek Minter, Bruce Daniels, Peter Ferbrache, Eric Washer, Alan Rutherford and Tom Thorp. There will be nearly five hours of racing, starting at 1 p.m., and the programme includes a vintage race in addition to the usual solo and sidcar events. Admission costs 3s or 1s 6d for children under 14. A seat in the enclosure costs 2s 6d. Parking charges are 2s for a motor cycle, 5s for a car.

THIRTEEN CENTRES have entered teams for the National Inter-Centre Scramble Championship at Muswell Hill Farm, Brill, Bucks, on Sunday. The latest entries are from the Southern, Wessex, West South Wales, East Midlands and South-Eastern centres. Don and Derek Rickman, members of the International Moto-Cross team, are riding for the Southern team; Gordon Jackson and Ian Horsell are in the South-Eastern team and Dave Bowerman is riding for East-Midland. As stated in *The Motor Cycle* for September 25, Jeff Smith, Dave Curtis, Brian Stonebridge and John Draper will also be taking part. Brill is situated 15 miles from Aylesbury and 11 miles from Oxford. Racing starts at 1 p.m.

FOR ITS NATIONAL road races at Oulton Park next Saturday the Chester Club claims to have received the largest entry ever; the total is 480. There will be 16 races for solos of 125, 250, 350 and 500 c.c., three-wheelers and vintage models. Star attractions will be MV Agusta four ridden by John Surtees and John Hartle, and there will be a host of fast Nortons in the hands of Bob McIntyre, Alastair King, Bob Anderson, Gary Hocking, Bob Brown, Harry Hinton, Dave Chadwick, Alan Holmes and others. Most of the top-notch sidcar aces will be there, Pip Harris, Bill Boddice, Cyril Smith and Jack Beeton included. Practising and the 250 c.c. preliminary starts at 1 p.m. Admission charges are: adults 4s, children 3s. Parking costs 2s 6d for motor cycles, 4s for cars.

Lundin Tops

Swedish Star Best at Sparkling Thirsk Grand National

THE Thirsk Club's enterprise in bringing overseas riders to its hilly 4-mile North Yorkshire circuit at Bolthby on Sunday provided a great afternoon's entertainment. Worthy champion among nearly 60 competitors was that versatile Swede, Sten Lundin, who has been third in the world's moto-cross championship for the past two years. He made it look easy, racing his five-hundred Monark into a hat-trick of final wins. There were many tip-top scramblers taking part but none could press the flying Swede.

In the main final of the afternoon—the 12-lap Thirsk Grand National—Lundin led by 25 yards on Lap 2 and by 400 yards at the finish. After the initial sorting out, Paul and Peter Taft raced their B.S.A.s into second and third positions. In the 350 c.c. final, behind J. Burton (B.S.A.), it was Peter's turn to take second place in front of his brother.

A non-starter in the Grand National was Jan Clynk from Holland. A lug on the frame of his 499 c.c. B.S.A. came apart in practice and he arrived back from the local blacksmith too late to take part in his heat. He made no mistake in the 1,000 c.c. and Fastest Twenty finals, however, taking a second and a third place.

The club had scattered 20 bales of straw in the boggy section of the circuit to make the going more reasonable. However, local star Norman Crooks (Greeves) could not show his prowess in the mud or anywhere else for ignition trouble experienced in practice could not be rectified in time. The third of the cross-Channel notabilities was Willi Oesterle from Germany with his 247 and 280 c.c. Maicos. He won the 250 c.c. event with ease and was fifth in the Grand National.

Thirsk Grand National (12 laps).—1. S. Lundin (Monark); 2. P. G. Taft (B.S.A.); 3. P. R. Taft (B.S.A.). **350 c.c. Race** (6 laps).—1. W. Oesterle (Malco); 2. R. Tate (197 Francis-Barnett); 3. T. Reynolds (197 Dot). **250 c.c. Race** (6 laps).—1. J. Burton (B.S.A.); 2. P. N. Taft (B.S.A.); 3. P. G. Taft (548 B.S.A.). **1,000 c.c. Race** (6 laps).—1. Lundin; 2. J. Clynk (499 B.S.A.); 3. Burton (499 B.S.A.). **Fastest Twenty** (8 laps).—1. Lundin; 2. I. Horsell (499 A.J.S.); 3. Clynk.

Scooter Rally

LAST Saturday's Merton and Morden Road Safety Scooter Rally attracted over 300 entries. The event consisted of a navigation trial over a 47-mile course on which riders had to average exactly 20 m.p.h. Marks were deducted for time-keeping and road behaviour. The remainder of the rally, which included a *concours d'élégance*, slow and obstacle contests, was held in the grounds of Morden Farm County Secondary School.

Navigation Trial.—R. Heath (Lambretta), 2 marks lost. **Best British Machine**.—M. Stern (Douglas Vespa). **5. Concours d'Elégance**.—Miss B. Outtridge (Lambretta). **2. Road Safety Scooter Girl of 1958**.—Mrs. E. M. Jones.

Lee on Form

ANDY LEE (499 c.c. B.S.A.) won the Lincolnshire Grand National at Cadwell Park on Sunday run over 12 laps of a 11-mile circuit using the hills and woodland paths of the Louth Club's road-racing venue. For 11 laps of the gruelling course with its very bumpy and tiring climbs and descents the race was led with great determination by John Stallard (498 Triumph).

Earlier in the programme Lee had won the 350 c.c. Junior Grand National and it was a

surprise when Stallard not only led at the start but, fighting the hazards all round the course, stayed decisively in front of Lee. Then soon after leaving the pond at the start of his last lap, Stallard missed a gear as he zoomed up a rutted woodland climb and Lee went through. The crowd swarmed to the finishing line to see Stallard beaten by half a length in the final sprint to the flag.

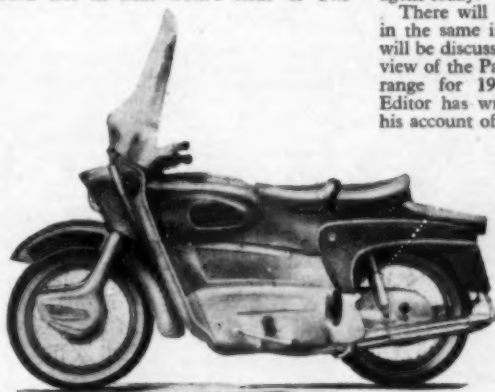
Stallard had had a stern tussle also in the Lightweight Grand National on his Tiger Cub, eventually finishing second to D. Smith (Greeves) after leading for most of the way. There was no disputing Lee's supremacy in the 350 c.c. event in which he and A. L. Webb on his fast 249 c.c. A.M.C.-engined Francis-Barnett finished a long way ahead of the field.

Lightweight Grand National (3 laps).—1. D. Smith (Greeves), 5m 54s; 2. D. J. Stallard (Triumph); 3. A. L. Webb (Francis-Barnett). **Junior Grand National** (6 laps).—1. A. W. Lee (B.S.A.), 15m 50s; 2. Webb (249 Francis-Barnett); 3. F. Strugghan (S.H.S.).

Lincolnshire Grand National (12 laps).—1. Lee (B.S.A.), 26m; 2. Stallard (Triumph); 3. D. Bowerman (B.S.A.). **Novices' Race**.—1. C. J. Beeley (197 Greeves). **Grand National Handicap** (4 laps).—1. E. Atkinson (497 Ariel), 5m 48.2s; 2. R. Bateman (499 B.S.A.); 3. Bowerman (B.S.A.).

HIGHLIGHTS

SLEEK enclosure, comprehensive weather protection, full enclosure of the rear chain, a two-fifty twin-cylinder two-stroke engine of unique design—the Ariel Leader forms the subject of a full road test in next week's issue of *The*



The 249 c.c. Ariel Leader

Motor Cycle. Full details of entry and conditions may be obtained from B. W. Smith, 246, Birchfield Road, Redditch. Entries close on October 13.

SPECIAL printing arrangements will make it possible for the October issue of our associated journal *Yachting World* to publish the first fully illustrated report of the America's Cup races. The issue will be available from newagents next week, price 3s as usual.

IN conjunction with the local road-safety officer, and the R.A.C., the Wandsworth Club is making plans for a function to mark the tenth anniversary of the first proficiency test of the R.A.C.-A.C.U. training scheme. The first test was held at Wimbledon on 10 July 1948. George Brine, the organizer in chief, is anxious to contact the holder of No. 1 certificate. Indeed, he would like to contact all who took that first test. Mr. Brine's address is 214, Beechcroft Road, London, S.W.17.

VINTAGENTS particularly will be interested to read *Motor Cycles*, the handbook describing the collection of historic machines housed in the Science Museum, London. The book contains 80 pages, with notes on complete machines, engines, lubrication systems, carburetors, ignition and lighting systems and accessories. The numerous illustrations are on good-quality art paper.

Motor Cycle. Few machines in the history of the motor-cycle game have held so much promise. If you want to read the views of our test team place a firm order for next Thursday's copy with your news-agent today.

There will be other intriguing features in the same issue. French design trends will be discussed in the fully illustrated review of the Paris Show; the Royal Enfield range for 1959 will be described; the Editor has written a follow-up article to his account of the International Six Days' Trial on pages 400 to 407 and, of course, many weekend sporting events—among them the West of England Trial and the road races at Oulton Park and Crystal Palace will all be reported.

BRITISH Summer Time ends at 2 a.m. (G.M.T.) next Sunday, October 5. Clocks should be put back by one hour.

THE importers of Ducati mopeds and motor cycles (S. D. Sullam, Ltd., 9 to 11, Tabernacle Street, London, E.C.2) have relinquished their concessionaireship. The distribution of machines and spares will be continued until another concessionaire is appointed.

MORE riders awarded road-safety badges by the A.C.U. are W. Oliver (Alton), T. Hudson (Bately), F. Collishaw (Cardiff Eagle), R. Forrest (I.C.T. Recreation), L. E. Edwards (Lewes Unity), K. M. Brock (Mid-Derbyshire), D. H. Keyse (Ludlow Castle), D. Simpson (Southern Triumph Riders) and W. Dean (Wetherby).

FOR the past year the Redditch Club has been organizing an amateur photographic competition. The chief class is for the best action photograph of the year, and there are ten classes in all. Prizes range from free cross-Channel trips for a motor cycle, rider and passenger to

Price 7s 6d, the book is available through any bookseller or direct from the Science Museum, South Kensington, London, S.W.7 (postage 6d extra).

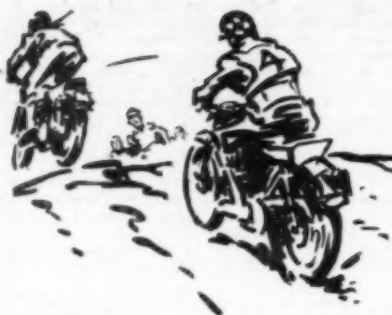
OUR associated journal, *Amateur Photographer*, will publish next Wednesday its annual Lighting and Flash Guide Number, which will be of special interest to all enthusiasts for indoor photography. Price of this special number will be 1s 3d as usual.

REGULATIONS are available for the following events: the A.C.U. Inter-Centre Team Championship Trial (October 19). Entries close October 4. Secretary is W. R. Haydon, 21, Manston Road, Exeter.

Dublin and District Club's open Moran Cup Trial (October 11). Entries close October 6 and should be sent to the club at 37, Eschequer Street, Dublin.

Ringwood Club's national Perce Simon Trial (November 2). Entries close October 12. Secretary is T. Groome 95, Wessex Estate, Ringwood, Hants.

CLUB NEWS



A.M.C. OWNERS (Bristol).—October 2: Business meeting (Rising Sun, Ashton Gate, 7.30). (South Eastern).—October 5: Popular-vote run. **Andover.**—October 8: Film show (Star and Garter, 7.45). **Barking and East Ham.**—October 3: Dance (H.Q., 8.30). **Batley.**—October 4: Presentation dance (Kine's Arms, Acton). **Bond Minicar (East Anglia).**—October 5: Treasure hunt (Castle Hotel, High Street, Colchester, 2.30). (Manchester).—October 5: Treasure hunt (Albert Square, 9.30). **British Two-Stroke.**—October 3: Darts (Garlick Hill, 8). **Clydebank.**—October 5: Drymen (H.Q., 10.30). **Cricklewood.**—October 6: Film show (Surrey Arms, The Hyde, 8). **Derby Phoenix.**—October 5: Business meeting (Osmaston Park Hotel, 8).

Devonport.—October 3: Open night (H.Q., 8). **Ditton.**—October 5: Run (Hampton Court, 10). **East Acton.**—October 7: Film show (Duke of York, 8). **Forces Motoring (London and Home Counties).**—October 3: Natter night (central bar, London Airport). **Ford.**—October 5: Box Hill (Reg Smith's, 9.30). **Glasgow Sporting.**—October 6: Film show (H.Q., 8). **Gloucester and Cotswold.**—October 7: Sale (H.Q., 7.30). **Grove Park.**—October 5: Trial (Badgers Mount, 10). **Hanwell.**—October 2: Meeting (H.Q., 8). **Ilford.**—October 7: Natter night (Dr. Johnson, 8). **Ilkerton.**—October 5: Boots trial (Victoria Embankment, 2.30). **Kings Norton.**—October 3: Business meeting (H.Q., 8). **Leavesden.**—October 6: Meeting (Three Horse-

IMPORTANT EVENTS

Friday, October 3, and Saturday, October 4.—**Derbyshire:** Derbyshire Trial, starting points in London, Bristol, King's Lynn and Manchester, 11 p.m., finish in Bakewell area.

Saturday, October 4.—**Oulton Park:** National road races, Oulton Park circuit, Tarporley, Cheshire, 11.30 a.m. **Crystal Palace:** Road races (B.M.C.R.C. Club Day), Crystal Palace circuit, London, S.E.19, 1 p.m. **Devonshire:** National West of England Trial, Denbury Green, 3½ miles from Newton Abbot, 9.30 a.m. **Surrey:** Army Championship Trial, North Minden Square, Blackdown, near Aldershot, 8.30 a.m. **Aurifer:** Shane Trial, Craigmore Quarry, Randalstown, 2.30 p.m.

Sunday, October 5.—**Buckinghamshire:** Inter-Centre Team Championship Scramble, Muswell Hill Farm, Brill, 1 p.m. **Cheshire:** Reliance Trial, Red Dragon Filling Station, Saltnay, Chester, 11 a.m. **Kent:** Sunbeam Sprint, Western Undercliff, Ramsgate, 1 p.m. **Grass-track racing:** Lydden Hill, near Dover, 2 p.m. **Weald of Kent Trial:** Stonebridge Inn, Woodchurch, 11 a.m. **Northants:** A.B.C. Television Scramble, on the main Peterborough-Wansford road half a mile east of the Great North Road, 1 p.m. **Derbyshire:** Palen Trophy Trial, Greyhound Hotel, Cromford, Matlock, 11 a.m. **Worcestershire:** Worcestershire Grand National, Rollwood Farm, on the Stratford on Avon-Alcester road, 2 p.m. **Hampshire:** Two-stroke Trial, Deer's Foot, Grimes Green, 1 p.m. **Devonshire:** Waterloo Cup Trial, Hoga Lodge, on A3, noon. **Dorset:** Bulbarrow Championship Scramble, Bulbarrow Hill, near Blandford, 2 p.m. **Meech Cup Trial:** Askers Road House, on the main Dorchester-Bridport road, 12.30 p.m. **Devonshire:** Autumn Trial, Kingsbridge Road, Hoxa, Wrington, 11 a.m. **Scramble:** Dennisdene Farm, Huhham, Esmouth, 2.30 p.m. **Hartfordshire:** Coleman Cup Trial, Bell Bar Café, Bell Bar, Hatfield, 10.30 a.m. **Essex:** Grass-track racing, Skinner's Farm, Stapleford, 1.30 p.m. **Lincolnshire:** Trial, Town Hall car park, St. Helen's, 10.30 a.m. **October Trial:** Dunham Hill Ser-

vice Station, Dunham Hill, on the Warrington-Chester road, 11.30 a.m. **Gloucestershire:** Scramble, Kittymuir Stonehouse, 2 p.m. **Yorkshire:** Scramble, Carlton Bank, Carlton in Cleveland, near Stokesley, 2 p.m. **Trial:** Slaneworth scrambles course, 10 a.m. **Fortune Trophy Trial:** Woodlands Hotel, on A661, 11 a.m. **Perthshire:** Autumn Trial, Pirrodie Post Office, eight miles from Perth off the main Perth-Dundee road, 11.30 a.m.

Saturday, October 11.—**Somerset:** National John Douglas Trophy Trial, G. H. Cole's Coach Station, Winford, five miles south-west of Bristol, 9.30 a.m. **Surrey:** Moonbeam Run, Hog's Back, A31, 6.30 p.m. **Pembrokeshire:** Maurice Ormond Sporting Trial, Commercial Inn, near Saundersfoot, 3 p.m.

Sunday, October 12.—**Brands Hatch:** National road races, Fawkham, Kent, 12.30 p.m. **Yorkshire:** Hallamshire Peak Trial, Bull's Head Hotel, Castleton, ten miles south-west of Sheffield, 10 a.m. **Berkshire:** Beenhams Park Championship Scramble, Beenhams Park, eight miles south-west of Reading, 1 p.m. **Somerset:** Somerset Grand National, Westbury Farm, Little Norton, Norton under Hamdon, near Yeovil, 2 p.m. **Mendip Rally:** Mendip Service Station, Gurney Slade, Bath, 10.30 a.m. **Cornwall:** Vigers' Trophy Trial, Iron Horse Hotel, Newton St. Cyres, noon. **Trial:** Mid-Cornwall Gataze, Bodmin, 2 p.m. **Buckinghamshire:** Comerford Cup Trial, The Squirrel, Penn Street, near Amersham, 10.30 a.m. **Bucks Grand National:** Muswell Hill Farm, Brill, 1 p.m. **Herefordshire:** Grass-track racing, Wellington, near Hereford, 1.30 p.m. **Surrey:** Talmag Trial, Nightingale Inn, Ash, 10 a.m. **Lincolnshire:** East-Midland Centre Championship Scramble, Frith's Farm, Winterville, 11.30 a.m. **Bedfordshire:** Dentistable Cup Trial, Greenways Café, Stensley, Luton, 10.30 a.m. **Hampshire:** West Trophy Trial, Farley Mount, near Hurley, 11 a.m. **Essex:** Trial, Cricketers, Danbury Common, 11 a.m. **Leicestershire:** John Bull Trophy Trial, Rose and Crown, Tilton, ten miles from Leicester, 9.30 a.m.

shoes, 8). **Leeds Bond Minicar.**—October 5: Harrogate trial (Leach's, 10). 7: Slide show (H.Q., 8.30). **Liverpool Imperial.**—October 7: Draw (H.Q., 8.30). **London Douglas.**—October 3: Film show (H.Q., 8). 5: Whipnade (Glanfield Lawrence, 10.45). **London Scooter.**—October 3: Committee meeting (Steve's, 7.30). 5: Treasure hunt (Blue Cockatoo, 9 and Henly's Corner, 9.30). **London Touring.**—October 3: Chase the ace (H.Q., 8). 4: Southend lights (London Bridge, 6). **Manchester Eagle.**—October 5: Wharfedale (Mersey Square car park, 10.30). **Manchester Lambretta.**—October 5: Coach to Blackpool illuminations (Albert Square, 2). **Manchester Vagabond.**—October 8: Club night (Ladybarn House, 8.30). **Mid-Herts.**—October 2: Tombola (H.Q., 8.30).

North-East London.—October 3: Barking and East Ham dance (Fishing Smack, 8.30). 5: Barnett trial (Rookery, 9.30). 8: Quiz (The Vine, Stanmore, 8). **Norwest Sidercar.**—October 5: Harlow Hall (Oldham Market Place, 19). **Norwood.**—October 5: Marshals' run (What 'O, 10). 8: Club night (West Norwood Tennis Club, 7.30). **Nottingham.**—October 5: Invitation trial (Victoria Embankment, 2.30). **Nottingham Tornado.**—October 5: Ladies' Cup Trial (Victoria Embankment, 2.30). 8: Club night (Beechdale Hotel).

Panther (Home Counties).—October 4: Tramp supper (Cambridge Hotel, 6). 5: Afternoon run (Chelsea Bridge, 2). **Peveril.**—October 5: Arion Cup Trial (St. Johns, 2.15). **Plymouth Tornado.**—October 5: Slide show (H.Q., 8.30). **Prima Eagles.**—October 5: Burnham on Crouch (Stratford, 10).

Reading All-scooter.—October 7: Club night (River Club, 8). **Ribble Valley.**—October 5: Treasure hunt (Central car park, Great Harwood, 2.30). **Rookery.**—October 5: Moto-Ball practice (Rookery Café, Hatfield, 2). **South Liverpool.**—October 5: Crystal Palace (main car park, 9.30 and Ramp Bend, 10). **Rugby.**—October 5: Handicap trial (Newbold Spinney, 10.30).

Saints.—October 2: Club night (St. Andrew's Boys' Club, 8). **Slough.**—October 4: Maintenance (41, Albert Street, 5.30). 5: West Wymcombe (Church Street, 2.30). **South Liverpool.**—October 5: Popular-vote run (Alt Garage, 10). **Southampton Vikings.**—October 5: Inter-centre team scramble (Chilworth cross-roads, 9.30).

Southern Sporting.—October 3: Ice skating (Arosa Rink, Richmond, 7). 5: Pritch event (Denham Service Station, 10). 8: Film show (H.Q., 8). **Streatham.**—October 3: Ice skating (Arosa Rink, Richmond, 7). **Surrey Sidercar.**—October 4: Southend lights (Epsom Clock Tower, 6.30). 5: Frensham Ponds (Escher traffic lights, 9.30). 8: Natter night (Hand in Hand, Box Hill, 8).

Trade Winds.—October 5: Brill scramble (H.Q., 9.30). **Triumph Owners (Bedford).**—October 2: Mystery run (H.Q., 8). **Leamington Forest.**—October 4: Southern 'Red's' Café, 7.30. 5: Woodburn (Crooked Billet, 1.30). 7: Natter night (H.Q., 7.30). (Leicester).—October 4: Southend. (North London).—October 3: Rally discussion (H.Q., 8). 5: Football match.

Vagabonds.—October 6: Club night (Bull's Head, Turnford). **Vincent H.R.D. Owners (Aldershot).**—October 6: Club night (King's Head, Ash Street). (Coventry).—October 3: Club night (Phantom Coach). (Derby).—October 2: Club night (Osmaston Park Hotel). (East Midland).—October 2: Club night (Fox Hotel, Baxter Gate, Loughborough). (Essex).—October 4: A.G.M. (White Hart, Chelmsford, 6). (Manchester).—October 2: Club night (William IV). (Merseyside and North Wales).—October 3: Club night (Black Horse, Lower Heswall). 5: Treasure hunt (Old Hall Garage, New Chester Road, Bromborough, 3). (Oxford).—October 3: Club night (The Chequers, Horspath). (Scottish).—October 6: Meeting (Scout Hall, Whitburn, West Lothian, 7). (South London).—October 3: Club night (T.A. H.Q., Bromley Road, Catford). (West London).—October 6: Club night (Ickenham Community Centre).

Wating Association.—October 3: Weekend at Treotops Holiday Camp (H.Q., 7.15). 5: Surrey (Queen of Hearts, 10). **West Essex.**—October 4: Avon Gorge (Hanwell clock, midnight). **West Essex.**—October 4: Weekend at Treotops Holiday Camp. 6: Film show (High Beech Village Hall, 8). **West Herts.**—October 5: Road trial. **West Middlesex Amateur.**—October 2: Weekend in Devon. 8: Quiz. **Weybridge.**—October 5: West London scramble (Woking cross-roads, 10.30). 7: Club night (H.Q., 8). **Wood Green.**—October 5: Summer competition (Alpsdale Palace, 10.30). **Woodwich.**—October 2: Twenty questions (H.Q., 8). 5: London Airport (Royal Hotel, 1.45). **Worthing Eagle.**—October 2: Meeting (8). 4: Dance (Washington Hall, 8). **Wymcombe.**—October 3: Club night (Nag's Head, 8). **Yeo Vale.**—October 4: Working party (scrambles course).

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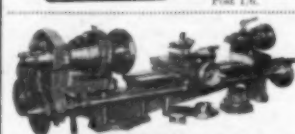
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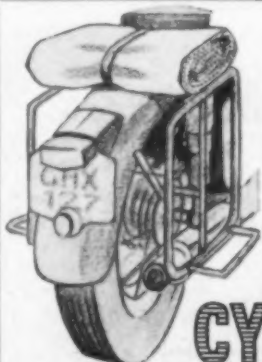


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B.S.A., '55, 150 c.c. Model D.3 Bantam Major, springer	£59 10
Excelsior, '50, 150 c.c. Condor, springer, dual seat....	£59 10
Woburn, '58, 49 c.c. de luxe, automatic clutch and grs...	£59 10
H.M.W., '57, 49 c.c. 3-spd. Super Sport	£59 10
Horton, '50, 300 c.c. S.V. de luxe Big Four, teles....	£59 10
B.S.A., '54, 250 c.c. S.V. Model C.102, de luxe, springer	£59 10
Ambassador, '55, 235 c.c. Villiers, dual seat, swing arm	£59 10
James, '54, 197 c.c. Villiers Captain de luxe, springer...	£59 10

DEPOSIT £14-84 PAYMENTS OF £212.0

B.S.A., '52, 500 c.c. O.H.V. alloy-engine Mod. B.31, teles	£69 10
Triumph, '51, 500 c.c. O.H.V. Mod. 5T Speed Twin, teles...	£69 10
B.S.A., '56, 150 c.c. Mod. D.3 Bantam Major, springer	£69 10
James, '57, 197 c.c. Villiers Captain de luxe, springer...	£69 10
Platt, '56, 125 c.c. de luxe Roadster, d seat, spare wheel	£69 10
Triumph, '48, 500 c.c. O.H.V. Tiger 1800 Twin, sprg. hub	£69 10
B.S.A., '54, 250 c.c. O.H.V. Mod. C.11 de luxe, springer	£69 10
Francis Barnett, '53, 197 c.c. Villiers Falcon, s.c.m., sprg...	£69 10
B.S.A., '52, 350 c.c. O.H.V. Mod. B.31 de luxe, sprg. d seat	£69 10

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C.O.D. and service units, £10,000 spares in stock.—Rapid, 64-74, Godstone Rd., Whyteleafe, Surrey. Upl. 0895; and 259-269, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [81162 R]

PUTNEY AUTOS—Genuine spares for post-war models; also genuine Burman gear box spares. 24-hour c.o.d. service—263, Putney Bridge Rd., S.W.15. Putney 6887. [81158 R]

GODFREYS, Ltd.—A.J.S. and Burman spares stockists, c.o.d.—726-734, London Rd., Croydon, Croy. Neat-3, 206-210, J.R. Portland St., W.1. Eas. 3632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234-5; 220, Barking Rd., E. Ham. Gra. 8088; 94-96, High Rd., Tottenham. Sta. 5656. [81052 R]

AMBASSADOR

AMBASSADOR—Manufactured by Ambassador Motor Cycles, Ltd., Ascot, Berks. Tel. Winkfield 80513-5. [0098 R]

MITCHELL ERSKINE, Ltd. (Palmer Green), offer:—NEW 1959 model Super 8, 250cc twin engine, rear suspension, redesigned front forks, a most magnificent lightweight at £199/12. [C1096]

DEPOSIT 1/5, balance 12, 18, 24, 30 months.

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GODFREYS, Ltd., Ambassador dealers all depots. See display advert. [C1052 R]

GIFTS OF SOUTH HARROW for new Ambassadors: terms, exchanges—568, Northolt Rd., Byton 2484. [C1053 R]

IMMEDIATE delivery of Ambassadors.—F. W. Clark, 560-562, London Rd., Thornton Heath. Tel. Th. 4987. [C1165 R]

COMERFORDS for Ambassador, new and second-hand; 1,000 machines in stock: send for lists.—Portsmouth Rd., Thames Ditton. Emb. 5551 (6 lines). [C1006]

CLAUDE RYE, Ltd., for your 1958 Ambassador, all models in stock, immediate h.p. ride away in 10 mins.—895-921, Fulham Rd., Fulham. Ren. 6174. [C1105 R]

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WHITBYS OF ACTON—Biggest dealers in the home Counties for Ariels; immediate delivery: h.p.; exchanges—273, Acton Vale, London, W.3. She. 5355. [C1128 R]

FRED WARNELL offers:—

1957 Ariel 350cc Red Hunter, maroon and chrome, full-width hub, perfect condition: £149, or one-fifth deposit.—Fred Warnell Motors, Ltd., 46-49, Chingford Mount Rd., Chingford, E.4. Larkwood 7350. [C1199]

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FREE tax and insurance with secondhand motor cycles.

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SALES & WANTS

Turn to page 50 for
Advertisement Form

PRIDE & CLARKE

1500

SUPERB BARGAINS

1/5th DEPOSIT 24 MONTHS TO PAY

Continued from previous column

Donovan, '32, 350 c.c. O.H.V. Mr. V. Transverse Tw., ca. **£59 10**
James, '35, 150 c.c. Villiers Capitan de luxe, arm., d. **£59 10**
Matchless, '50, 350 c.c. O.H.V. Mod. G.80, arm., d. **£59 10**

DEPOSIT £16-84 PAYMENTS OF £31.6

B.S.A., '35, 350 c.c. O.H.V. Mod. G.11 de luxe, d. **£79 10**
Matchless, '35, 350 c.c. O.H.V. Mod. G.80, arm., d. **£79 10**
James, '37, 100 c.c. Model Capitan de luxe, arm., d. **£79 10**
James, '36, 197 c.c. Villiers Capitan de luxe, arm., d. **£79 10**
Matchless, '35, 350 c.c. O.H.V. Mod. G.80, arm., d. **£79 10**
James, '37, 100 c.c. Annual Twin, d. **£79 10**
James, '36, 200 c.c. O.H.V. Mod. L.H. Oil, springer, d. **£79 10**
Ariel, '35, 78 c.c. de luxe 1000. Roadster de luxe, d. **£79 10**
Triumph, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£79 10**

DEPOSIT £18-84 PAYMENTS OF £23.9

Donovan, '34, 350 c.c. O.H.V. ME V Trans. Twin, arm. **£89 10**
B.S.A., '31, 600 c.c. O.H.V. Golden Flash, d. **£89 10**
Triumph, '32, 350 c.c. O.H.V. Tiger 100 Twin, arm. **£89 10**
James, '34, 225 c.c. Villiers Capitan de luxe, arm., d. **£89 10**
Wolfe, '37, 91 c.c. Super Sports Biggus, arm., d. **£89 10**
James, '37, 197 c.c. Villiers Capitan de luxe, arm., d. **£89 10**
Triumph, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£89 10**
Matchless, '35, 125 c.c. de L.D. Scooter, pils., d. **£89 10**
B.S.A., '32, 350 c.c. O.H.V. Mod. N.31 de luxe, d. **£89 10**
James, '36, 197 c.c. Villiers Capitan de luxe, arm., d. **£89 10**
Triumph, '35, 350 c.c. O.H.V. Mod. N.31 de luxe, arm., d. **£89 10**
Triumph, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£89 10**
Matchless, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£89 10**

DEPOSIT £20-84 PAYMENTS OF £31.11

James, '37, 225 c.c. Villiers de luxe Capitan, arm., d. **£99 10**
Zundapp, '37, 200 c.c. Mod. 3008, arm., d. **£99 10**
B.S.A., '35, 350 c.c. O.H.V. A7 de L. Twin, d. **£99 10**
Ariel, '34, 350 c.c. O.H.V. Mod. N.31 de luxe, arm., d. **£99 10**
Norton, '34, 500 c.c. O.H.V. Mod. 1922, arm., d. **£99 10**
James, '37, 197 c.c. Villiers Capitan de luxe, arm., d. **£99 10**
Triumph, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£99 10**
Matchless, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£99 10**
James, '37, 125 c.c. Mod. L.D. de luxe Scooter, pils. **£99 10**
Ariel, '37, 91 c.c. Junior Scooter, automatic gears, as new **£99 10**
Triumph, '35, 125 c.c. de luxe 1000. Roadster, pils. **£99 10**
James, '35, 350 c.c. Annual Twin, arm., d. **£99 10**

DEPOSIT £22-84 PAYMENTS OF £44.9

B.S.A., '37, 350 c.c. O.H.V. G.11 de L., arm., d. **£109 10**
Matchless, '37, 150 c.c. Mod. L.D. de luxe Scooter, pils. **£109 10**
Triumph, '37, 200 c.c. O.H.V. Mod. 37 Tw., d. **£109 10**
Donovan, '37, 350 c.c. O.H.V. Dragonfly Transverse Twin **£109 10**
Triumph, '34, 350 c.c. O.H.V. Mod. 37 Tw., d. **£109 10**
B.S.A., '34, 350 c.c. O.H.V. Mod. N.31 de L., d. **£109 10**
Triumph, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£109 10**
B.S.A., '35, 350 c.c. O.H.V. A7 Star Twin, d. **£109 10**

DEPOSIT £24-84 PAYMENTS OF £41.25

James, '35, 197 c.c. Villiers Capitan de L., arm., d. **£119 10**
B.S.A., '35, 350 c.c. O.H.V. Mod. N.31 de L., arm., d. **£119 10**
Volvo, '35, 200 c.c. O.H.V. Mod. 1922, arm., d. **£119 10**
James, '37, 197 c.c. Villiers Capitan de L., arm., d. **£119 10**
B.S.A., '35, 350 c.c. O.H.V. Mod. N.31 de L., arm., d. **£119 10**
Matchless, '37, 150 c.c. Mod. L.D. de L. de luxe, pils. **£119 10**
Matchless, '34, 350 c.c. O.H.V. Mod. 37 Tw., d. **£119 10**

DEPOSIT £26-84 PAYMENTS OF £51.7

Ariel, '35, 350 c.c. O.H.V. A7 Star Twin, d. **£129 10**
Triumph, '34, 350 c.c. O.H.V. Tiger 100 Twin, arm. **£129 10**
B.S.A., '34, 350 c.c. O.H.V. A7 de L. Twin, d. **£129 10**
B.S.A., '34, 350 c.c. O.H.V. A7 de L. Twin, d. **£129 10**
Triumph, '34, 350 c.c. O.H.V. Tiger 100 Twin, arm. **£129 10**
James, '37, 197 c.c. Villiers Capitan de L., arm., d. **£129 10**
Matchless, '35, 350 c.c. O.H.V. Mod. 37 Tw., d. **£129 10**

DEPOSIT £28-84 PAYMENTS OF £58.4

Ariel, '37, 350 c.c. O.H.V. A7 Star Twin, d. **£139 10**
Triumph, '37, 350 c.c. O.H.V. Tiger 100 Twin, arm. **£139 10**
B.S.A., '37, 350 c.c. O.H.V. A7 Star Twin, d. **£139 10**
Matchless, '37, 350 c.c. O.H.V. A7 Star Twin, d. **£139 10**

DEPOSIT £34-84 PAYMENTS OF £61.1

A.S.J., '37, 350 c.c. O.H.V. Mod. 108, arm., d. **£149 10**
Triumph, '36, 350 c.c. O.H.V. Mod. 37 Tw., d. **£149 10**
B. Endell, '37, 350 c.c. O.H.V. Mod. 37 Tw., d. **£149 10**
Triumph, '36, 350 c.c. O.H.V. Mod. 37 Tw., d. **£149 10**

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IMMEDIATE delivery Ariel Leader and all other 1959
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 Ditton. 01008

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 terms and exchanges.—239-271, Neaden Lane,
 N.W.10. Cladstone 3355-3 lines. 01115

HARWOOD'S OF RICHMOND for your new Ariel:
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 mond 2045. Half min. station. 01060/R

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 Hill, S.W.2. Tulse Hill 3211. (W1019)

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 158, Stockwell Rd., S.W.9. Tel. Brixton 6251.
 (W1096/R)

WE pay £10 more for Ariel, H.P. accounts settled,
 cash balance immediately; we pay your fare
 home—Ride it to Kingsway Motors, 26-30, Caversham
 Rd., Reading. Open 9 a.m. to 9 p.m., 5 days. Sundays
 11 a.m. until 5 p.m. Tel. Reading 6257. (W1039)

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 0243/R

WHITBY'S OF ACTON—All Ariel. Burman, Amal
 spares.—263, Acton Vale, London, W.3. She. 6785.
 01128/R

CLAUDE RYE, Ltd.—Large stocks of spares for pre-
 war and ex-W.D. models.—695-921, Fulham Rd.,
 S.W.6. Renown 6174. 01105/R

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 Ric. 2045. 01060/R

O'NEILL BROS. Ltd.—All post-war spares in stock,
 also Burman, Amal, Lucas full post service, all parts
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 3641. 209, Portland St., W.1. Bus. 4532. 418. Ron-
 ford Rd., Forest Gate, E.7. Ora. 1234. 01052/R

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1957 R26 250cc, as new: £190.

1954 show model K9601 600cc shaft-driven twin
 in exhibition condition, low mileage, one
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 Sunday page 36.)

M.L.O. MOTORCYCLES, Ltd., for your new B.M.W.:
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FACTORY-TRAINED staff; full range of B.M.W.
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1500

SUPERB BARGAINS

1/5th DEPOSIT 24 MONTHS TO PAY

Continued from previous column

Matchless, '37, 350 c.c. O.H.V. Model G.12R, arm., d. **£109 10**
Matchless, '36, 350 c.c. O.H.V. Model G.11 Twin, arm. **£109 10**
A.S.J., '37, 350 c.c. O.H.V. Mod. 108, arm., d. **£109 10**
Matchless, '36, 350 c.c. O.H.V. Mod. G.10 Twin, arm. **£109 10**

DEPOSIT £36-84 PAYMENTS OF £61.11

B.S.A., '36, 350 c.c. O.H.V. Shooting Star Sports Twin **£179 10**
Triumph, '37, 350 c.c. O.H.V. Model 37, 8p. Twin, arm. **£179 10**
Triumph, '36, 350 c.c. O.H.V. Tiger 100, arm., d. **£179 10**
A.S.J., '36, 350 c.c. O.H.V. Mod. G.10 Twin, arm. **£179 10**

DEPOSIT £40-84 PAYMENTS OF £71.43

B.S.A., '37, 350 c.c. O.H.V. Road Rocket Twin, arm. **£199 10**
Ariel, '37, 350 c.c. O.H.V. Hammer Twin, arm., d. **£199 10**
Triumph, '38, 350 c.c. O.H.V. Tiger 21, arm., d. **£199 10**

DEPOSIT £42-84 PAYMENTS OF £82.6

Triumph, '37, 350 c.c. O.H.V. Tiger 100, arm., d. **£209 10**
A.S.J., '37, 350 c.c. O.H.V. Mod. 37 Tw., arm., d. **£209 10**
Matchless, '37, 350 c.c. O.H.V. Mod. G.10 Twin, arm. **£209 10**

DEPOSIT £44-84 PAYMENTS OF £89.9

Ariel, '37, 350 c.c. O.H.V. Hammer Twin, arm., d. **£219 10**
Triumph, '37, 350 c.c. O.H.V. Tiger 110, arm., d. **£219 10**
Matchless, '37, 350 c.c. O.H.V. Mod. G.11 Twin, arm. **£219 10**
Norton, '37, 350 c.c. O.H.V. Dom. 99 Twin, arm., d. **£219 10**

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(Available to Cash only)

Model	Price	Deposit	Monthly Payments
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B.S.A.	£48, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£49, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£50, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£51, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£52, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£53, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£54, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£55, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£56, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£57, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£58, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£59, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£60, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£61, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£62, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£63, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£64, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£65, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£66, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£67, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£68, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£69, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£70, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£71, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£72, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£73, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£74, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£75, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£76, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£77, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£78, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£79, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£80, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£81, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£82, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£83, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£84, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£85, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£86, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£87, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£88, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£89, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£90, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£91, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£92, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£93, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£94, 350 c.c. O.H.V. teles.	£6	£1 3 7
B.S.A.	£95, 350 c.c. O.H.V. teles.	£6	£1 3 7
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COMERFORDS.—Buy B.M.W.s for cash.—Portsmouth Rd., Thames Ditton, Surrey. [W1005]

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1949 B.S.A. A7 500cc twin; £49/10, deposit £12/10; 12 months £5/10.

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1947 B.S.A. B33, (teles., 500cc (loose motor); £29/10, deposit £10/12 months £2/0/10.

44, Western Ave., East Acton, W.3. Shepherds Bush 5007. 3 mins. Acton Underground. [C1005]

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1957 B.S.A. A10 swinging arm, enclosed chain-case, screen, etc., and fitted Watsonian Avon sidecar in matching beige, 3,000 miles only; £265.

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B.S.A.

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B.S.A. from stock.—Lorham's Motor Cycle House, Fishergate, Preston. Exchange; h.p. terms.—Tel. 4242. [O045/R]

COMERFORDS for B.S.A. and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1005]

SLOCUMBS OF NEASDEN!!! for your new B.S.A.; terms and exchanges—259-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines) [C1115]

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1959 B.S.A. agents; terms; spares, service, repairs.—309-311, High Rd., Goodmayes, Tel. Seven Kings 9744. [C1119/R]

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G. GEORGE CLARKE pay most for B.S.A.—278, Brixton Hill S.W.2. Tulse Hill 3211. [W1018]

ROWLAND SMITH'S, the B.S.A. buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114/R]

SMITH'S, 36, Chalk Farm Rd., N.W.1. want B.S.A.s.—Oul. 2767. [O066/R]

PRIDE & CLARKE.—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled, we pay carriage.—859-921 Fulham Rd., S.W.6. Ren 6174. [W1105/H]

PRIVATE cash buyer requires 650cc Gold Flash combination c/a or d/a, must be nice condition; please write price and year etc., to advertiser c/o 622, Harrow Rd., Wembley, Middx. [B575]

WE pay £10 more for B.S.A. H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading, Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1059]

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CARDIFF—2-10, City Rd., Cardiff 20531. (C125/R)

BRISTOL—47-53, Bath Rd., Bristol 78001. (C125/R)

PORTSMOUTH—147-151, Fratton Rd., Portsmouth 74202.
SWANSEA—20, Rutland St., Swansea 50311. (81046/R)

GODFREYS, Ltd.—B.S.A. spares stockists; c.o.d.—All depots; see display advert. (81052/R)

ELEANOR MOTORS—B.S.A. spares, trade supplied, quotation cash or c.o.d. by return.—265-9, Mare St., Hackney E.8. Ambert 5134/3923. (8313)

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GODFREYS, Ltd., Dayton Albatross dealers all depots. See display advert. (C1052/R)

WHITBYS OF ACTON—Immediate delivery of new Albatross.—273, Acton Vale, W.3. She. 5353. (C1128/R)

YOUNG'S—Dayton Albatross Specialists; immediate delivery.—50-52, Tooting Bee Road, London, S.W.17. Balham 7791. (C1134/R)

119ans.—Dayton Albatross August 1956, 225cc, 4 speeds, dual seat, windshield, one careful owner, exceptional, cost over £200, free tax and insurance, terms, exchanges, let open 9-7 weekdays and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. (C1114)

MEETENS for the latest All-British Continental Albatross, fitted with the famous Villiers 250 twin with its fantastic performance, 17 or 70mph on top! Unbeatable for value, appearance and performance, and its yours for only £47 deposit and balance over 2 years by h.p. at Meetens, the Villiers specialists, Shannon Corner, New Malden, Surrey. (C1203)

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SLOCUMBS OF NEASDEN!!! for your new Diana; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

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D.K.R.

COMERFORDS—Immediate delivery D.K.R. Dove.—Portsmouth Rd., Thames Ditton. (C1006)

SLOCUMBS OF NEASDEN!!! for your new D.K.R.; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

CLAUDE RYE—Immediate delivery latest D.K.R. scooter, with self-starter; choice of colours; terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R)

MEETENS, Shannon Corner, New Malden, Tel. 3110, for immediate delivery D.K.R.—Villiers Dove with kick starter, Pegasus with electric starter and Defiant 200cc 4-speed electric starter models; trade supplied; Villiers service; ask for free lists of D.K.R.s from £33.16 deposit and 24 monthly rentals by h.p. and don't forget full expert tuition is free; demonstrations. (C1203)

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MEETENS, Shannon Corner, New Malden 3110, for D.M.W. Bambi scooters, a really sound, fully enclosed Villiers 20cc engine all-British scooter; at £110.6 incl. p. tax and speedo, yours for £22.2 by h.p.; lists; tuition; demonstrations free. (C1203)

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WE pay £10 more for Douglas; h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Chesham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days, Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. (W1039)

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SPEEDWAY OF ACTON.

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310—314, Unbridge Rd. 304 High St., Acton. Acc'y. 5031-2. (C1121)

GODFREYS, Ltd.—Appointed Vespa dealers all depots.—See display advert. (C1052/R)

WHITBYS—Vespa specialists, new and second-hand.—273, Acton Vale, London, W.3. She. 5353. (C1128/R)

85ans.—Douglas Vespa 1957 125cc, dual seat, windshield, one careful owner; terms, exchanges.—Rowland Smith, below.

135ans.—Douglas Vespa, May 1957, 150cc, Gram wheel and tyre, crashbars, and other extras, one careful owner; free tax and insurance, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1114)

SLOCUMBS OF NEASDEN!!! for your new Vespa; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. (C1115)

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GEORGE CLARKE pay most for Douglas Vespa.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

ROWLAND SMITH's the Douglas Vespa buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R)

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WE hold immense stocks of Vespa spares; immediate delivery—either over the counter, or by our return postal service.—Call us, or write, to: Rowland Smith, North Finchley, N.12. Tel. Fin. 0091. (81044/R)

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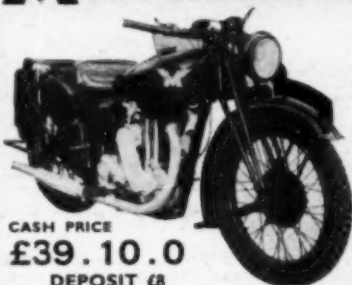
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DEPOSIT £8

24 monthly payments of £1-10-7

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Enclosed valve gear. Dry sump lubrication. 4-speed foot change gearbox. Lucas Magdyno AVC lighting. Smiths 80 m.p.h. speedo. Amal carburettor. Heavy duty 19 x 3.25 tyres. Pillion. Finish W.D. khaki. Ideal for solo or x/car work.

DEPOSIT £8

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EXCHANGES—Any make or model accepted as deposit. M.P. A/cs. settled. Lists Free. Write Phone, Call, or

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Phone: BR1 6251 Grams: PRICLARKE LONDON

Hours of Business: 9 a.m. to 4 p.m. Wednesday 1 p.m.

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LIDDAMORE MOTORS, 696-710, High Rd., Tottenham, N.17. Tel. 2321. All spares and accessories. c.o.d. service. [0080]

HUMPHREYS for Vespa spares and accessories; counter or c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [S1035 R]

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HOE STREET GARAGE, Ltd.—Gen. Excelsior spares center, c.o.d., trade—414, Hoe St., W.17. Tel. Cop. 1710. [0280]

YOUNG'S—Excelsior spares stockists; quotations or c.o.d. by return; trade supplied—20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [S1134 R]

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FRANCIS-BARNETT

FRANCIS & BARNETT, Ltd., Lower Ford St., Coventry. Coventry 3054. [0090 R]

WATKINSON MOTORS.

1958 models for immediate delivery; usual terms available—Stockwell Rd., S.W.9. Bri. 2858. [C1174 R]

ROWLAND SMITH'S for Barnett.

NEW models in stock

FREE tax and insurance with secondhand motor cycles.

110 gals.—Francis-Barnett, June 1956, 225cc Cruiser, swinging arm, windshields, one careful owner; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

BOB KEELER, Ltd., 1959 models already in stock at 125-131, Ealing Rd., Wembley 2159. [0192]

WHITBYS OF ACTON.—Immediate delivery of new models—275, Acton Vale, W.3. She. 5353. [C1128 R]

1958 Cruiser 80, 3,500 miles, fairing, leg shields, panniers, prop stand; £170.—Hayes 5433 (Midx.) after 6 p.m. [8562]

SLOCUMBS OF NEASDEN!!! for your new Francis-Barnett; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

1956 Francis-Barnett 197cc, one owner, 9,000 miles, perfect, many extras; £260, write or call—Sands, 9, Westmoreland Place, Victoria, S.W.1. [8585]

WHITE & MARTIN for your new Francis-Barnett; exchanges, terms; spares and repairs—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1152 R]

RENNO'S Reg. 1957 Cruiser 225cc, swinging arm, duo seat, screen, really fine condition; 899s.; new low terms include insurance—232, Upper St., Islington, N.1. Can. 2021. [C1104]

CHITHAM & DAVIS, Ltd., for immediate delivery of all Francis-Barnett models; terms and exchanges—15-17, Station Rd., Swanley, Kent, Tel. 2826. [C1008]

MEETEN'S, Shandon Corner, New Malden (Mal. 3110) for immediate delivery of the 1959 range of Francis-Barnetts, including the new Trials 83 at £198.7; yours for deposit of £40, balance 24 payments of £7.15; also immediate delivery of other models with choice of Arden green or Dover white and green duo-tone; lists, tuition free; longest and lowest h.p. terms and a square deal exchange, Francis-Barnett and Villiers spares specialist [C1205]

FRANCIS-BARNETT WANTED

GEORGE CLARKE pay most for Francis-Barnett—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the F. Barnett buyers—Hampstead High St., London, N.W.3. Ham 6041. [W1114 R]

PRIDE & CLARKE—Bestest demand, highest prices—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098 R]

CLAUDE RYE urgently require all models; get our price first! H.p. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105 R]

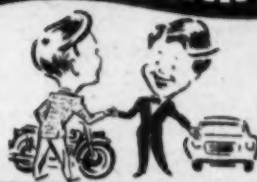
WE pay £10 more for Francis-Barnett; H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30 Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2257. [W1059]

FRANCIS-BARNETT SPARE PARTS

WATKINSON MOTORS, official stockists, 186, Stockwell Rd., S.W.9. Bri. 2858. [S1174 R]

HOE STREET GARAGE, Ltd.—Genuine spares & center, c.o.d., trade—414, Hoe St., W.17. Tel. Cop. 1710. [0279]

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42 AUSTIN A30 4-door saloon, Heater	£390
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44 FORD Anglia de Luxe saloon, Heater	£400
45 FORD Anglia saloon, Heater, Extras	£410
46 FORD Prefect de Luxe saloon, Heater	£510
47 FORD Anglia saloon, Heater	£440
48 FORD Prefect de Luxe saloon, Extras	£480
49 FORD Anglia saloon, Heater	£410
50 FORD Popular saloon, Heater	£390
51 FORD Popular saloon, Extras	£370
52 HILLMAN Minx de Luxe saloon, Heater	£510
53 HILLMAN Minx de Luxe saloon, Heater	£440
54 HILLMAN Minx saloon, Heater	£380
55 HILLMAN Minx saloon, Heater	£340
56 MORRIS M.1000 Convertible, 4,000 miles	£500
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58 MORRIS M.1000 2-door saloon	£400
59 MORRIS Minor Convertible, Heater	£440
60 MORRIS Minor 4-door de Luxe saloon, Heater	£440
61 MORRIS Minor Convertible, Heater	£380
62 STANDARD 10 de Luxe saloon, Heater, 1 owner	£480
63 STANDARD 8 de Luxe saloon, Heater	£440
64 STANDARD 8 saloon, Extras	£340
65 TRIUMPH Mayflower saloon, Heater	£300
66 VAUXHALL Victor Super saloon, 2,000 miles	£670
67 (Dec.) VAUXHALL Wyvern, Heater	£420
68 (Sept.) WOLSELEY 1500 saloon, 400 miles	£740
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70 BORG Mk. C de Luxe	£190
71 BORG Mk. C Family de Luxe	£190
72 BORG Mk. C 2-seater	£140
73 HINKEL, 5,000 miles	£390
74 MESSERSCHMITT 200 Convertible	£390
75 MESSERSCHMITT M.R. 300 de Luxe	£370
76 MESSERSCHMITT M.R. 350, Heater	£210
77 MESSERSCHMITT M.R. 115, Heater	£170
78 RELIANT Regal Coupe, Mk III	£300
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79 AUSTIN A35 Van, Low mileage	£350
80 COMMER Express, Rear seats	£440
81 FORD 10 cwt. Van, Extras	£230
82 HILLMAN Hocky, Heater	£420
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84 MORRIS M.1000 Van, Extras	£350
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KAYS OF EALING, Ltd. Francis-Barnett spare parts stockists; trade supplied; quotations c.o.d. by return.—8-10, Bond St., Ealing, W.5. Ealing 2357. [81075/R]

MEETENS, Shandon Corner, New Malden 3110.—Britain's first Francis-Barnett distributor and still the best source for all your F.-B. and Villiers supplies; trade supplied. [81203]

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PRIDE & CLARKE. All models; highest exchanges; pay deposit and ride away, tax and insurance included in terms; by return spares service.—Stockwell Rd., S.W.9. Brixton 5251. [C1098/R]

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GREEVES MOTOR CYCLES. Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2761.

THE thrill of a lifetime when you own the new 250cc Pietenwin twin; send your address for details. [0012/R]

ARCHER OF ALDERSHOT for Greeves, etc.; spares and service.—Victoria Rd. Tel. 323. [0364/R]

COMERFORDS for Greeves and 1,000 other machines; lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. [C1006]

GREEVES Main Dealers.—New models available, immediate delivery.—Q. F. Balham, 2b, 2c, & 157, Balham Hill, S.W.12. Battersea 1107, ext. 4. [C1091]

SLOOMBERG OF NEASDEN!!! for your new Greeves; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3353-8 lines. [C1115]

CHITHAM & DAVIS, Ltd., for immediate delivery of all Greeves models, including Triolite and Scramblers; terms and exchanges.—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1006]

HARLEY-DAVIDSON

NEW and used machines in stock sold with written guarantee and backed with our 100% after-sales service; all spare parts available.—F. H. Warr, Ltd., 611, King's Rd., Fulham, S.W.6. Renown 2934. [C1001]

HARLEY-DAVIDSON SPARE PARTS

CLAUDE RYE, Ltd.—The largest stock in the world; brand new Harley spares and accessories; list available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/R]

INDIAN SPARE PARTS

CLAUDE RYE, Ltd.—Huge stocks of brand new ex-W.D. Indian spares and accessories at rock-bottom prices; lists available; trade and export inquiries welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [81105/R]

JAMES

JAMES 1957 197cc Captain, maroon, genuine mileage 1,990, spotless; offers.—Box 8597. [8563]

BOB KEELER, Ltd., 1959 models already in stock at 125-131, Ealing Rd., Wembley 2150. [0195]

NORTH London.—Tele. Autos for James sales and service.—16, Turnpike Lane, N.8. [C123/R]

ARCHER OF ALDERSHOT for James, etc.; spares and service.—Victoria Rd. Tel. 323. [0371/R]

WHITBYE OF ACTON.—Immediate delivery of new models.—275, Acton Vale, London, W.3. She. 5555. [C1128/R]

SLOOMBERG OF NEASDEN!!! for your new James; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3353-8 lines. [C1115]

45ms.—James, Aug. 1952, 197cc Villiers, spring frame, battery, dual seat, very good condition; terms, exchanges.—Rowland Smith, below.

139ms.—James, April 1956, 240cc Commodore, swinging arm, dual seat, almost brand new; free tax and insurance; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1114]

MEETENS, Shandon Corner, New Malden, Tel. Malden 3110, for immediate delivery of the wide range of Villiers-engined James, also the A.M.C.-powered 175cc and 250cc 4-speed types from 1952/11/1 or 120 deposit by h.p. and 24 monthly rentals of £3/1/2; don't miss the new Trials Commando 250cc, prompt delivery, and all Villiers and James spares, of course; lowest, longest terms and fairest exchanges. [C1208]

JAMES WANTED

CLAUDE RYE urgently require all models, get our price first! H.p. accounts settled. We pay carriage.—895-921, Fulham Rd., S.W.6. Ren. 5174. [W1105/R]

WE pay £10 more for James; h.p. accounts settled, cash balance immediately, we pay your fare home.—Ride to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m. 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

JAMES SPARE PARTS

FRED G. SLADE, James spares stockist; prompt c.o.d. service.—May Place, Basingstoke. Tel. 1355. [0032]

MEETENS, Shandon Corner, New Malden 3110, are the best source of supply for your James and Villiers spares; trade supplied. [81203]

GEO CLARKE **WANTED** **3000** **MOTOR CYCLES** **COMBINATIONS** **SCOOTERS** **3 Wheelers** **For** **TOP CASH** **OR** **PART EXCHANGE** **1959 MODELS**

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Dear Sir,

I am very much obliged and grateful for the cheque which I received. Both my wife and I wish to thank you for the splendid way which you dealt with the matter. I wish to say that you are the best firm I have dealt with up to yet. Anyone wishing to be recommended to a firm will be told by me to go to Geo. Clarke Motors. Thanking you all once again for your kindness.

I remain,
respectfully,
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J.A.P.

J.A.P. world service, engines and spares, retail, wholesale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

JAWA

SOLE U.K. concessionaires for 175cc Cetus scooters and 250/350cc motor cycles.—Industria (London), Ltd., 248, Holloway Rd., N.7. North 6381. [0216]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton. Tel. 1309. [C106/R]

LAMBRETTA

LAMBRETTA.—Sole concessionaires U.K. Lambretta Concessionaires, Ltd. Head office and sales, Beverley Works, Kingston By-Post S.W.20. Tel. Malden 7721. Service station, 215/219, Broadway, Wimbledon, S.W.19. Tel. Liberty 7621. Spares and accessories, 624/628, Kingston Rd., Raynes Park, S.W.20. Tel. Chertwood 2204. [0475/R]

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EXCLUSIVELY scooters.

HUNDREDS of new and used machines at our new showrooms.
EXAMPLE

ONE demonstration model, 3 miles only, with piston; £155.

THREE months guarantee used machines.

310—314. Uxbridge Rd., 304, High St., Acton. Acorn 5031-2. [C1121]

ROWLAND SMITH'S for Lambretta.

NEW models in stock

FREE tax and insurance with secondhand scooters.

115ms.—Lambretta, May 1957, 150cc Mark III LDB, blue and grey, piston, spare wheel and carrier etc., one careful owner, choice of 2.

85ms.—Lambretta, September 1955, 150cc LD, piston, windshield, carrier, one owner, choice of 2 Lambrettas, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C1114]

MATTHEWS OF STOCKWELL, Ltd., 55, Stockwell Rd., S.W.2.

1958 Lambretta 150cc, screen, s. wheel and many other extras, as new; £145.

1957 Lambretta with every conceivable extra; £129.

WE have a tremendous selection of new and used scooters, 1/5th deposit, immediate delivery; terms and exchanges.—Brixton 6555. [C1123]

LAMBRETTA.—Lokham's Motor Cycle House; exchange; h.p. terms.—Tel. 4242 Preston. [0044/R]

GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

WHITBYE for bargains in used Lambrettas.—275, Acton Vale, London, W.3. Shep. Bush 5355. [C1128/R]

PRIDE & CLARKE, Ltd., Lambretta specialists, all models, exchanges welcomed.—158, Stockwell Rd., S.W.9. Brixton 6251. [C1098/R]

SLOOMBERG OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3353-8 lines. [C1115]

RENNO'S.—Specialists Lambretta, latest models, including combinations; 1/5th deposit, 12-16-24 months, self-financed terms; all service, insurance and repairs.

RENNO'S.—1956, excellent 150cc battery model, screen, carrier, piston, bargain; 119ms.

RENNO'S.—1955-6 150cc, dual-colour, piston, screen, luggage carrier, tried and tested; snip, 89ms; join our Deposit Club, build up your deposit.—232-5-4, Upper St., Lillingdon, N.1. Can. 2021. [C1104]

£29.10.—Lambretta 1957 50cc moped, spring frame, 2 speeds, practically unworn tyres, one careful owner, very good condition, taxed.—Dulley, 574, Forest Rd., London, E.17. [C1030]

£110.—Lambretta May 1957 150cc LDB Mk. III, grey/red, piston, carrier, one owner, guaranteed.—Mayfair Garages, Ltd., Bishops Bridge Rd., W.2. Amb. 1061. [8564]

WHITE & MARTIN for the Lambretta Scooter, immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southsea, N.14. Palmers Green 1035. [C1052/R]

J. J. DOUBLE (MOTOR SALES), Ltd., 1956 Lambretta agents; terms, spares, service, repairs.—123-4, Midway Parade, Cranbrook Rd., Barkingside, Ilford. Tel. Val. 0191. [C1119/R]

LAMBRETTA

CHITHAM & DAVIS, Ltd., for immediate delivery of all Lambretta models, one-fifth deposit; terms and exchanges—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1008]

NEW Lambrettas from £23.19.2 down, 24 instalments £2.4.8 (cash price £71.17.6); reduced hire purchase and insurance rates—H. A. Saunders, Highfield, London, N.W.11. [0035]

O'NEILL BROS., Ltd.—Visit our new scooter showroom, full range of machines, spares, accessories and clothing; riding instruction given—190, The Broadway, N.W.9. Hendon 8629. [C1179]

COMERFORDS for Lambrettas, new and second-hand, exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

ELITE MOTORS for your new Lambretta, every model for immediate delivery; spares, accessories and officially appointed Lambretta service station.—951, Garratt Lane, Tooting Broadway, S.W.17. Balham 1200. [C1169, R]

SPECIAL offer: 1957 Lambretta PD 150cc commercial lightweight delivery 5-wheeler, very low mileage, with large well-built van body, 60wt capacity; cut your costs the easy way; list price £290, our clearance price £189. [C1169, R]

BEST selection, best exchanges, best terms, best buy your new or used Lambretta from the best in the business. **NAYLOR & ROOT, Ltd.**, Motor Cycle House, 25, East Hill, S.W.18. Battersea 2252. [C1089, R]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all-scooter distributors, exchanges, hire purchase, state your own deposit—225-7, Westminster Bridge Rd., S.E.1. Wat. 5103. 157 Old Brompton Rd., S.W.5. Fre. 1844. 162 Finchley Rd., N.W.5. Swi. 3767. [0211, R]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114, R]

GEORGE CLARKE pay most for Lambretta—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—255, Putney Bridge Rd., S.W.15. Putney 1186. [W1138, R]

CLAUDE RYE urgently require all models, get our price first! H.P. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105, R]

WE pay £10 more for Lambretta: H.P. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30 Caversham Road, Reading, Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading [W1059]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acorn 5032. [C1121, R]

PALMERS for Lambretta spares and service—81, Stanley Rd., Teddington. Molesey 1646. [R1003]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Malloy & Co., 144, Micklegate, York. 54013. [0075, R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Lambretta spares, accessories, service; rapid c.o.d.—Rodney 2181. [0263, R]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 2440. [0161, R]

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools; 7 depots in the London area.—See display advertisement. [R1052, R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham. 6. Aston Cross 3501-2. [0496, R]

LAMBRETTA SERVICE

ELEANOR MOTORS, 265, Mare St., Hackney, E.8. for sales, spares, service, repairs.—Amberst 5134/3923. [0512]

ELEANOR MOTORS (STADIUM)—East London's fully equipped service station, sales, spares, repairs—98-106, Lea Bridge Rd., Clapton, E.5. Amberst 6606. [0524]

MAICO

MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshops; 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoletta 247cc and 277cc super scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [0602, R]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052, R]

S'LOCOMBES OF NEASDEN!!! for your new Malco; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355 (8 lines). [C1115]

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'55 **ARIEL** Scrambler, really exceptional condition throughout, T.T. carb., recommended £135 0

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'58 **FRANCIS-BARNETT**, 250 c.c. Scrambler, used once only, in showroom condition £168 0

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'54 **NORMAN** Trials, 4-speed box, lights, dual seat, s/a. £75 0

'57 **TRIUMPH** Cub Comp., lights, dual seat, s/a., silver and chrome, low mileage £100 0

'55 **MATCHLESS**, 500 c.c. Trials, s/a., dual seat, lights, really outstanding condition £145 0

'57 **DOT** Scrambler, works replica, green and chrome £118 0

'54 **JAMES**, 197 c.c. Scrambler, s/a., dual seat, 4-speed box, B.S.A. 250 c.c. forks £58 0

'56 **DOT** TDHX, 4-speed box, lights, dual seat, chrome tank £95 0

'58 **ARIEL**, 500 c.c. Trials, exceptional throughout £105 0

'58 **ARIEL**, 500 c.c. Trials, lights, Lucas dynamo lighting, 3,000 miles £109 0

'54 **MATCHLESS**, 500 c.c. Scrambler, s/a., alloy motor, dual pad £98 0

'52 **DOT**, 197 c.c. Trials, lights, tele forks, dual seat £39 10

'57 **DOT** Trials, works replica, lights, green and chrome, dual seat, excellent throughout £128 0

'56 **ARIEL**, 500 c.c. Trials, no lights, sound motor, clean £155 0

'54 **DOT**, 197 c.c. Scrambler, Matchless tele forks, s/a., 4-speed box, chrome tank £86 0

'54 **B.S.A.** Gold Star, 350 c.c., s/a., alloy motor, dual seat £128 0

'50 **ARIEL** 500T, s/a., dual seat, alloy motor, sound £68 0

'50 **MATCHLESS**, 350 c.c. Trials, alloy motor, no lights, good tyres, needs slight attention £39 10

'51 **B.S.A.**, 350 c.c. Gold Star Scrambler, T.T. carb., s/a., dual seat, needs slight attention, bargain £58 0

'48 **A.J.S.**, 350 c.c. Trials, in road trim, lights, dual seat, alloy guards, good tyres, recommended £45 0

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THAMES DITTON, SURREY

Station: SURBITON—15 minutes from Waterloo

Open 9 a.m. till 7 p.m. Saturdays: 9 a.m. till 6 p.m.

Telephone: EMERbrook 5531 (6 lines)

MAICO

CLAUDE RYE—Immediate delivery new Maicos. Choice of colours, terms—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1103, R]

EARLY deliveries of these models are usually possible if you order now through Nick Lancaster—53, Whitegate Drive, Blackpool. Tel. 24720. [0147]

EAST HILL MOTORS, Ltd., for your new Malcoletta or Malco Mobil; immediate delivery from stock; demonstration models available. **TERMS and exchanges:** genuine after-sales service—57, East Hill, Wandsworth, S.W.18. Vandhye 5651. [0008]

MATCHLESS

MATCHLESS MOTOR CYCLES, Plumstead Rd., S.E.18. Tel. Woolwich 1223. [0108, R]

1955 350cc OSLs, s/a., s.k. con., mech. sound; £130.—Allen, 30, Stafford Ct., S.W.8. [0596]

ARCHERS OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd. Tel. 323. [0563, R]

1955 Matchless O9 500cc twin, excellent condition; £129.10.—Below.

1951 Matchless 350cc Compt., full lighting, really good, condition; £58.10.—Below.

BANKS, 62-64, Grand Parade, N.A. Sta. 0367. [C1166]

CHITHAM & DAVIS, Ltd., for immediate delivery of all Matchless models, including the new 250—15-17, Station Rd., Swanley, Kent. Tel. 2826. [C1008]

S'LOCOMBES OF NEASDEN!!! for your new Matchless; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3355—8 lines. [C1115]

1956 350 Matchless OSLs, 10,000 miles, superb condition, panniers, kit, many extras, taxed; £150.—Musto, 88, Bole Lane, Chiswick, W.4. [0561]

WHITTAKER OF BLACKPOOL for your new Matchless, immediate delivery from stock—19, Cookson St., Blackpool. Tel. 24828. [C1139]

WHITBY OF ACTON—New models in stock; exchanges, h.p., spares—203/273, Acton Vale, London, W.3. She 3385 (Showrooms); She. 6785 (Surrey). [C1128, R]

£12/10—Matchless late 1937 990cc big twin combination, foot change, adult child 2-seater sunshine saloon, good tyres, good runner.—Dillie, 374, Forest Rd., London, E.17. [C1050]

1957 Matchless O908, genuine 3,800 miles, panniers, insured July £165, brought car—3, Morley Crescent West, nr. Library, Kenton, Middx. Wor. 8611. [0572]

MEETENS for Matchless, new O2 ohv 250, 1959, for immediate delivery: the wonder machine of the year; yours for only £40/12 deposit and 24 monthly rentals of £7.19 by h.p.; fairest exchanges—Meetens for Matchless, Shannon Corner, New Malden. [C1203]

MATCHLESS WANTED

ROWLAND SMITH'S, the Matchless buyers.—Hamstead High St., London, N.W.3. Ham. 6041. [W1114, R]

GEORGE CLARKE pay most for Matchless—278, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

PRIDE & CLARKE—Biggest demand, highest prices—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1096, R]

CLAUDE RYE urgently require all models; net our price first! H.P. accounts settled, we pay carriage—895-921, Fulham Rd., S.W.6. Ren. 6174. [W1105, R]

WE pay £10 more for Matchless: h.p. accounts settled, cash balance immediately; we pay your fare home—Ride it to Kingsway Motors, 26-30 Caversham Rd., Reading, Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1059]

MATCHLESS SPARE PARTS

JOE FRANCIS MOTORS, Ltd.—100% Matchless spares C.O.D. and exchange service.

340 Fourscore Rd., New Eltham, S.E.8. Eltham 1373. [0176, R]

CLAUDE RYE, Ltd.—Matchless spares specialists—895-921, Fulham Rd., S.W.6. Renown 6174. [R1105, R]

100% service c.o.d. and trade—E. R. Fisher Motors, Ltd., Bath Rd., Hounslow, Middx. Hounslow 1852. [R1163]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models—895-921, Fulham Rd. S.W.6. Renown 6174. [R1105, R]

HOE STREET GARAGE, Ltd.—Genuine spares; enter; c.o.o. trade—414, Hoe St. Walsow, E.17. Tel. Cop. 1710. [0275]

GUS KUHN—Genuine Matchless spares stockists—275, Clapham Rd. S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [0135, R]

MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green—Matchless and Burman spares and service; rapid c.o.d.—Rodney 2181. [0263, R]

O'SOOD & COATES, Ltd. Matchless specialists; spares and repairs—791-5, Old Kent Rd., London, S.E.15. New Cross 0513. [R1094]

Continued in next Column ➡

1. *Chrysomelidae* (Coleoptera)

GEO CLARKE

BOLOS AT 276-0 HIGH STREET. ACTOR

275 HIGH ST., ACTON, W.3 **Hill 8811**
Phone: ACO 0543

Continued in next Column ➔

N.S.U.

£120—Sept. 1956 150cc Prima 2-seater scooter, electric starter, spars, screen, one owner, 4,000 miles, as new, guaranteed.—Mayfair Garages, Ltd., Bishop's Bridge Rd., W.2. Amb. 1061. [8565]

E. S. LONGSTAFF, Ltd., offer immediate delivery of the N.S.U. Cavallino; £39/19/11; part exchange and hire purchase on the new low deposit terms with pleasure.—E. S. Longstaff, Ltd., 88-108, High Rd., South Woodford, E.18. Buckhurst 6569. [C1079]

PANTHER

ROWLAND SMITH'S for Panther.

NEW models in stock.

FREE tax and insurance with second-hand motor cycles.

115 gns.—Panther, September, 1952, 600cc ohv combination, full 2-seater saloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

SLOCUMBER OF NEASDEN!!! for your new Panther; terms and exchanges—239-271, Neasden Lane, N.W.10. Gladstone 3555 (8 lines). [C1115]

WHITTAKER OF BLACKPOOL for your new Panther; immediate delivery from stock; also all types of sidecars.—19, Cookson St., Blackpool, Tel. 24628. [C1139]

RAPID MOTORS—Every Panther available from stock, including model 35 250 twin; largest distributors in the country—289, Haydon Rd., Wimbledon, S.W.19. One, 5202-5, and 70-74, Cuckstone Rd., Whiteleaf, Surrey, Uplands 0995. [C1162/R]

PANTHER WANTED

GEORGE CLARKE pay most for Panther.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

ROWLAND SMITH'S, the Panther buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

PRIDE & CLARKE—Biggest demand, highest prices.—154, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098/R]

WE pay £10 more for Panther; h.p. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

PANTHER SPARE PARTS

PANTHER spares, c.o.d. by return; nearest agent to Panther works—Newton Motors, 397 Manchester Rd., Bradford 29719. [0266]

GEORGE CLARKE, Ltd., largest stockists in England; c.o.d. by return.—73, New Park Rd., S.W.2. Tulse Hill 3211 & 273-9, High St., Acton, W.3. Acton 6543. [81019/R]

JOLLY & KNOTT, Panther spares specialists, largest stock in London; c.o.d. by return.—Please note our new address: 28, Loampit Hill, Lewisham, S.E.13. Tideway 4261. [81065/R]

C.O.D. 24 hours service, largest spare stockists in Great Britain; this is fact, not fiction; exchange units in stock.—Rapid, 259-269, Haydon Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [81162/R]

PIATTI

PIATTI—Loxham Motor Cycle House; exchanges; h.p. terms.—Tel. 4242 Preston. [0049/R]

RENNO'S—New, unused Piatti 125cc, maker's price £124/8/9, my price £112; 1957 de luxe with dual seat, spare wheel, as new, 89gns.—232-3-4, Upper St., N.1. Can. 2021. [C1104]

PUCH

FOR Puch scooters and motor cycles.—Write for the name and address of your nearest dealer to:—Sole Concessionaires for the British Isles—Ryder's Autoservice, 215-217, Knowsley Rd., Bootle, Liverpool, 20. [0521/R]

G. H. CYCLES, Harrow Weald, 429, High Rd., Harrow 6856. Puch main dealers. [0121]

105 gns.—Puch, May, 1957, 125cc RL 125 scooter, swinging arm, pillion, windshield, 3,000 miles only, cost over £170; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

RACING MOTOR CYCLES

GILLBANKS—250 short-circuit racers, alloy rims, tank, swinging arm, rear; 255 each, choice of 253, New North Rd., Islington, N.1. [0145]

HUDDERSFIELD—Gold Stars and Road Rockets, new and used, immediate delivery, exchanges, terms.—Arnold Moore, Oxford St., Garage, Tel. 3423. [0468/R]

WORLD champions Ore Fundin (1956) and Barry Briggs (1957) rode Jackson-Rotrax speedway machines manufactured by us, largest stockists of J.A.P. racing engines and spare in C.B.; retail whole sale, export.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

RACING MOTOR CYCLES WANTED

ERIC OLIVER, the racing specialist requires good & clean late Max Norton, also Max complete new engine and gear box, h.p. accounts settled; write, Tel. or call—Eric Oliver Motor Cycles, Ltd., 99, London Rd., Staines, Tel. 3733. [W1022]

RACING MOTOR CYCLES SPARE PARTS

GODFREY, Ltd., R.S.A. special spares for trials and competition machines.—418, Romford Rd., E.7. Ora. 1254-5. [81058/R]

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H. L. DANIELL, the Norton expert, for Max Norton spares service, c.o.d. by return.—55, Dartmouth Rd., Forest Hill, S.E.23. For. 5895. [0804/R]

O'NEILL BROS., Ltd.—Amal racing carburettor service, jets, needles, slides and spares for RN, GP, and TT cars; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179]

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ES MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. [C1031]

HAYEN, Ltd., main agents; part exchanges; terms; service and repairs.—163, High Rd., Ilford 0561. [0541/R]

WHITTAKER OF BLACKPOOL for new Royal Enfield; immediate delivery.—19, Cookson St., Blackpool, Tel. 24828. [C1139]

YOUNG'S—Royal Enfield enthusiasts; immediate delivery latest models; terms, exchanges.—20/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [C1134/R]

69 gns.—Enfield (Aug. 1953) 350cc ohv Bullet, swinging arm, dual seat; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

1956 R. Enfield 350cc Bullet, s/arm, panniers, perfect cond.; £125; hire purchase avail.; insured; also Cyclone, helmet.—60, Nightingale Rd., Clapton, E.5. [8550]

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WE pay £10 more for Royal Enfields, H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Road, Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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MARBLE ARCH MOTOR SUPPLIES, Ltd., Camberwell Green.—Royal Enfield post-war spares and ex-W.D. models; rapid C.O.D.—Rodney 2181. [0265/R]

O'NEILL BROS., Ltd.—All post-war spares in stock; also Albion, Amal, Lucas; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models; full postal service; trade supplied.—The Broadway, N.W.9. Hendon 8629. [81179]

CLAUDE RYE, Ltd., Enfield specialist, comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [81105/R]

KAY'S OF EALING, Ltd., Royal Enfield spare parts stockists; quotations or c.o.d. by return.—3-10, Bond St., Ealing, W.3. Eal. 2367. [81075/R]

YOUNG'S—1,000,000 spares stocked; all models 1940-58; prompt despatch; special price lists 125/WDRE; 350 WDC and 350 WDCO, free.—20/32, Tooting Bec Rd., London, S.W.17. Bal. 7791. [81134/R]

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RUDGE Spares Service now controlled by Godfreys. Order parts for all models from 298, Gt. Portland St., W.1. Eus. 4632. [81052/R]

SUNBEAM

115 gns.—Sunbeam twin, 1952, 500cc ohv combination, Bumar coupe, very good condition; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

75 gns.—Sunbeam twin, 1951, 500cc ohv 89, dual seat; choice 2; free tax and insurance; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

SUNBEAM WANTED

ROWLAND SMITH'S, the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

GEORGE CLARKE pay most for Sunbeam.—276, Brixton Hill, S.W.2. Tulse Hill 3211. [W1019]

WE pay £10 more for Sunbeam; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays 11 a.m. until 5 p.m. Tel. Reading 2237. [W1039]

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& silexer body can be fitted extra.
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- 1956 HATCHLESS G11, 600 c.c. Clubman Twin, swinging arm, dual seat. A very popular model £160
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- 1957 DAYTON Allerton 225 c.c., 2-tone blue windshield, usaron £159
- 1957 V.S.U. Puma, 150 c.c., elec starter, usaron. Perfect £160
- 1957 LAMBRETTA LD, 150 c.c., 2-tone. Extras. Choice of two from £120
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HARRY NASH.—Huge stocks '58, '57 spares; c.o.d.—391, King St., W.6. Riv. 2837. (S1090)

HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., N.W.1 Eus. 6536 Close Thursday 1 p.m. (S1056/R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors.—353.5, London Rd., Mickleham, Tel. 9329. (S1018/R)

KAYS OF EALING, Ltd., Sunbeam spare parts stockists; quotations or c.o.d. by return.—10, Bond St., Ealing, W.5. Kai. 2357. (S1075/R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east.—25, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4840. (S1019/R)

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WILL LORD (Sunbeam specialists) for all your Sunbeam spares; pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied.—115 Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (S1032/R)

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1953 LAMBRETTA LDB 150 c.c., pillion, carrier, pillion frames, windscreen, all grey. £109 10

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LAMBRETTA, 1956, Model LD, 150 c.c., all grey and fitted with windshield, pillion and rear carrier, mileage 9,000... **£60**
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ARCHERS, the Velo Pelos, for spares and service—Victoria Rd., Aldershot. Tel. 323. [0367/R]

HUMPHREYS for LE spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. Close Thursday 1 p.m. [81058/R]

C.O.D. 24 hours service, huge stocks of spares, all models—Rexes, 259-260, Haydens Rd., Wimbledon, S.W.19. Cherrywood 3202-3. [W1162/R]

GODFREY'S, Ltd., Velocette spares stockists; c.o.d.—226-234, London Rd., Croydon, Cro. 3641. And 220, Barking Rd., E.6. Ora. 8086. [81052/R]

ONEILL BROS., Ltd.—Large stocks of spares, also B.T.H. Miller, Amal, full postal service; trade supplied—The Broadway, N.W.9. Hendon 8629. [81179/R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return—6-10, Bond St., Ealing, W.5. Eal. 2367. [81075/R]

PREMIER—Largest Velocette spares stock in the country, all models; 24-hour c.o.d. service—Premier Motor Co., Aston Rd., B'ham, 6. Aston Cross 4281. [81100/R]

WEST END MOTORS, Ltd., for LE spares, trade and retail—179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4231 and New X 5118-9. [0126/R]

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HARWOOD'S OF RICHMOND, Ltd.—Villiers spares stockists—Half min. station, Ric. 2045. [81060/R]

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GLANFIELD LAWRENCE, Villiers spares stockists—407, High Rd., N. Finchley, N.12. Fin. 0091. [81044/R]

RALPH PRICE, of Woolwich, for Villiers spares and service—77, Plumstead Rd., S.E.18. Woo. 3367. [0172/R]

CLAUDE RYE, Ltd., Villiers specialists; comprehensive range, c.o.d.—895-921, Fulham Rd., London, S.W.6. [81105/R]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists; all parts c.o.d. by return—198, Archway Rd., Highgate, N.6. Fitzroy 1666. [81055/R]

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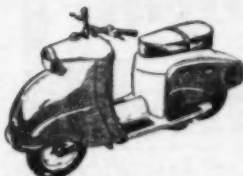
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95 gns.—Vincent 1951 series C Comet, dual seat, very good condition; free tax and insurance; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

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ROWLAND SMITH'S, the Vincent buyers.—Hampstead High St., London. N.W.5 Ham. 8041. (W1114/R)

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UNITY MOTORCYCLES, 1-3, Fulham High St., S.W.6. Renown 5759. [0158/R]

GEORGE CLARKE pay most for Vincent.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019)

HUMPHREYS, Ltd., require post-war Vincents for cash.—122, Hampstead Rd., N.W.1. Euston 3526. Close Thursday 1 p.m. (W1058/R)

POST Vincents urgently wanted for cash.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 588. [0036/R]

A. E. REYNOLDS, Ltd., urgently require good clean Vincents, solos and combinations; hire purchase settled.—Berry St., Liverpool. (W1106/R)

CONWAY MOTORS.—Good quality used Vincents urgently required for cash; exchanges welcomed; agents for leading makes of motor cycles and cars; before selling your Vincent—

DIAL, Riv. 4872-3. 501-509, Goldhawk Rd., W.12. Riversdale 4872-3. (W1021/R)

WE pay £10 more for Vincent; H.P. accounts settled, cash balance immediately; we pay your fare home.—Ride it to Kingsway Motors, 26-30, Caversham Rd., Reading. Open 9 a.m. to 9 p.m., 6 days. Sundays, 11 a.m. until 5 p.m. Tel. Reading 2257. (W1039)

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A. E. REYNOLDS, Ltd., offer by return, Vincent spares service.—Berry St., Liverpool (Royal 1475). [01106/R]

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors.—365-5, London Rd., Mitcham Tel. Mitcham 0929. [0151/R]

HUMPHREYS, Vincent spares stockists and distributors for North London; c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 8555. Close Thursday 1 p.m. [01058/R]

CONWAY MOTORS have the largest stock of Vincent post-war spares in the country; immediate attention to all post orders.—Conway Motors, Ltd., 501-509, Goldhawk Rd., W.12. (Spare) Riversdale 4872-3. [01021/R]

ROSS MOTORS, Ltd.—The Midland Vincent specialists, have the largest stock of Vincent spares in the Midlands; immediate attention to all orders; c.o.d. if desired.—Ross Motors, Ltd., 16, Stockwell Head, Hinkley, Leics. Spares: Tel. Hinkley 541 and 555. [0142/R]

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CLAUDE RYE.—Immediate delivery Zundapp 2018; terms.—395-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

ZUNDAPP BELLA

GODFREYS, Ltd., appointed dealers all depots.—See display advertisement. [C1052/R]

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2 1/2 in. dial with sweep second and trip hands in Bakelite case and 2 1/2 in. base or with plain glass. P. & P. 1/6. 59/6

6-VOLT HORNS

Used, Black 10/6
New, Black 18/9
Chromium Plated 19/9
Chrome Push 3/6
Post & Pkg. 1/3.

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Reconditioned 7" Lucas 39/6
Also NEW latest type Miller, domed glass 65/-, P. & P. 2/-

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Complete harness for Miller or Lucas. Call ignition type 9/6. P. & P. 6/9

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Heavy duty 17/6
New Anti-vibration 22/6
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LAMBSWOOL LINED BOOTS

Leather with luxurious lambswool lining. Slip on. Leather soles, rubber heel. Black 95/- or Tan or 11/10 deposit and 6 months at 15/6. P. & P. 2/6.

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Finest Gabardine slip front, legs and arms, 5 pockets. Size, 56" 11 1/2 in. 45/- P. & P. 3/6.

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3 Ton Silver P.V.C. welded seams, reinforced eyelets.
8ft. x 6ft. 12ft. x 8ft.
11/3 P. & P. 22/3 P. & P. 1/10
Also 6 tons 14/6 and 35/10 Post & Pkg. 1/6 and 2/6.

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Complete with magdyno and carburettor. Now offered at £12.0.0 or 30/- deposit and 6 monthly payments of 30/- Cash & Cr. 25/-

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the largest Bond distributor.

All new models in choice of colours for immediate delivery.
SPECIAL Bond Service and Spares Dept., Kilburn Bridge, N.W.6, Maids Vale 6044. Open 9-7 (Sats. 9-3). (C1) 30/R

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185 gns.—Bond Minicar 1955 de luxe 2-seater, electric starter, spare wheel, one careful owner, choice of 3 Bonds.

NEW models in stock; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C1114

BEST selection, best exchanges, best terms: best buy your new or used Bond Minicar now from NAYLOR & ROOT, Ltd., Motor Cycle House, 25, East Hill, S.W.16. Bat. 2252. (C1088/R

BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. (C1084/R

KENBOURNE MOTORS, Bournemouth.—3-wheeler distributors, models from stock; part ex. welcome.—Winton 1808. (0542

GODFREY'S, Ltd., for Bond Minicar 3-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. (C1052/R

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Fritchard, Ltd., Chalkwell Rd., Sittingbourne. (0076/R

COMERFORDS for Bond and 1,000 other machines: lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. (C1006

CLAUDE RYE, Ltd., for your new Bond Minicar: immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R

GODFREY'S, Ltd., the 3-wheeler specialists: Bond spares, sales and service all depots; see display advert.—Over-the-counter Bond spare service at 487, Brighton Rd., Croydon, Upl. 8275. (C1052/R

BOND MINICARS, Lancashire's largest distributors, new and second-hand in stock; call to-day and drive away; exchange, h.p. terms.—Loxham's Garages, Ltd., Motor Cycle Dep't., Fishergate, Preston. (0523/R

MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery; call 31, Piccadilly, Gerrard 6055, 186, Holland Park Ave. (just by Shepherd's Bush Green), 67, Goldsworth Rd., Woking 5231. (0382

FOR your new or 2nd-hand 3-wheeler King's of Oxford have a stock of new and second-hand models, immediate delivery, hire purchase arranged, no guarantors or references required, send for our list of used 3-wheelers, and details of our build up deposit scheme and payments insurance scheme which safeguards your payments in the event of accident, unemployment or sickness, almost anything taken in part exchange, 24 hours by post or 15 minutes in our showroom; full satisfaction guaranteed at—King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. Oxford 48358/9. (C1171

BOND MINICAR WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulse Hill 3211. (W1019

ROWLAND SMITH'S the Bond Minicar buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/R

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. (W1086/R

BOND Mini wanted: cash or exchanges.—Ron McKennie, 961, Chester Rd., Manchester. Longford 2100. (W1086

CLAUDE RYE urgently require Bond Minicar; top prices paid; h.p. accounts settled.—895, Fulham Rd., S.W.6. Renown 6174. (W1105/R

CORONET

BLUE STAR GARAGES, Ltd., sole distributors, Fortune Green Rd., N.W.4, Tel. Swiss Cottage 3460. (C0058/R

WATKINSONS MOTORS for immediate delivery; exchanges; free tuition plus all usual facilities.—Stockwell Rd., S.W.9. Bri. 2838. (C1174/R

CLAUDE RYE for your new Coronet: immediate delivery; terms; highest exchange allowances.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1105/R

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COMERFORDS for Ford's—New Popular for immediate delivery; motor cycles, 3-wheelers taken in exchange.—Portsmouth Rd., Thames Ditton, Esh. 5531. (C1006

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A.J.S. 46, 350 O.H.V.	£15 0
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3,000 WHEELS FROM 6/-

ARIEL, B.S.A., EMFIELD, TRIUMPH, Front Wheel complete from 10/-; Rear Wheel complete from 30/-; Front Wheel complete from 15/-; VELOCETTE Front from 10/-; Rear from 30/-; Brake Plates 10/-; Brake Drums 5/-; Hubs 10/-; Spindles 5/-; Hoses 2/6 each. Assorted type 10/-; Front 30/-; Rear.

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COGGOMOBIL

SOLE concessionaires for U.K.—Coggomobil Ltd., 93, 95, Old Brompton Rd., S.W.7. Knt. 7705-6-7-8. [0111 R]

COMERFORDS—£435/11 1958 Coggomobil de luxe, synchronism as new condition.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1008]

CONNAUGHT ENGINEERING, England's largest distributors, new and used Coggomobile always in stock.—Portsmouth Rd., Sand, Surrey, Ripley 3122 [0514]

GORDON

£169 10/11—1956 Gordon, family model, 3-wheeler, bargain; terms, exchanges.—Geo. Clarke, Motors, Ltd., 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019]

HEINKEL

ROWLAND SMITH for Heinkel.

IMMEDIATE delivery, choice of colour; terms, exchanges; 10/- open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1114]

COMERFORDS—£325/11 1957 Heinkel, grey, nice condition.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

COMERFORDS for Heinkel, new and second-hand.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

GODFREY'S, Ltd., for Heinkel 3-wheeler at all depots, including Bushwood Corner, E.11. See display advts. [C1052 R]

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316, King St., Ham-mersmith, W.6. Riverside 1401. [C1136]

WHITBYS OF ACTON—Immediate delivery new Heinkel Cabin Cruiser; exchanges, terms.—275, Acton Vale, London, W.3. Blue 5555. [C1028 R]

CLAUDE RYE, Ltd., for your new Heinkel, immediate delivery; terms, exchanges welcomed.—695-921, Fulham Rd., S.W.6. Renown 6174. [C1105 R]

1957 Heinkel Cabin Cruiser 3-wheeler, one owner, heater, spare wheel, immaculate; choice of 2 from £310 or terms.—Whitby's, 275, The Vale, Acton, W.3. Shepherd Bush 5555. [C1128/1]

SLOCUMBS offer a choice of Heinkel Cabin Cruisers, 50mph, 25 tax, car or motor cycle driving licence and the easiest of h.p. terms; for example we have a 1958, 4,000 miles, fitted heater, spare wheel, bumpers, etc. £845; covered by our unique guarantee; part exchanges cars or motor cycles; your existing account settled if you wish—Slocumbs, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 5034. [C1105]

HEINKEL WANTED

GEORGE CLARKE pay most for Heinkel.—278, Brixton Hill, S.W.2. Tul. 3211. [W1019]

PRIDE & CLARKE—Biggest demand, highest prices.—158, Stockwell Rd., S.W.9. Tel. Brixton 6251. [W1098 R]

CLAUDE RYE urgently require Heinkel; top prices paid; h.p. accounts settled.—899, Fulham Rd., S.W.6. Renown 6174. [W1105 R]

LLOYD

£125—1951 Lloyd 4-seater tourer, excellent mpg.—Kirk, Farnham, Surrey, 4478. [R566]

MESSERSCHMITT

CONCESSIONAIRES for U.K., including spares.—Cabin Scooters (Assemblies), Ltd., 90, George St., London, W.1. Hunter 0609. [0022 R]

GODFREY'S, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advts. [C1052 R]

PANKHURST (WEYMOUTH), Ltd., exchange motor cycles, scooters and cars.—314-316, King St., Ham-mersmith, W.6. Riverside 1401. [C1136]

COMERFORDS for Messerschmitts, new and second-hand, lowest possible h.p. rates.—Portsmouth Rd., Thames Ditton. Emb. 5531. [C1006]

CLAUDE RYE, Ltd., for your new Messerschmitt; immediate delivery; terms, exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105 R]

£199 10/11—Messerschmitt, 1956, 175 Cabin Cruiser, bargain; terms, exchanges.—Geo. Clarke, Motors, Ltd., 276-8, Brixton Hill, S.W.2. Tul. 3211. [C1019]

TESTWOOD MOTORS, main distributors, German trained mechanics, £1,000 spares always in stock, best exchange prices, guarantee and service.—Salisbury Rd., Totton, Hants. Totton 3611. [0221 R]

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WATSONIAN Avon Sports on V021 chassis, Maroon.	£40 10 0
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CANTERBURY Conqueror, full-door D/A saloon on rigid GMC 6A chassis, Black, silver.	£45 10 0
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IF YOUR BIKE IS GOOD OUR OFFER IS BETTER POST THIS COUPON NOW!

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Condition.....

For which I must have £.....

NAME.....

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MORGAN SPARE PARTS

MORGANS.—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Tel. 0570. (180445/R)

RELIANT REGAL SPEEDWAY OF ACTON.

1955 coupe, ivory, immaculate condition; £259/10.

310—514, Uxbridge Rd. 304, High St., Acton. [C1121]

GLANFIELD LAWRENCE OF FINCHLEY.

SEE the amazing Reliant Regal Mk. III. Immediate delivery of coupe and hard top saloon, in choice of colours; h.p. terms available; your motor cycle, 3-wheeler or car accepted in part exchange; immediate insurance cover.—407-419, High Rd. N.12 Tel. Finchley 0091-5. [C1044]

1957 Reliant saloon, glossy red and grey, many extras: mint condition; £345.—Mal. 6629. [8554]

GEORGE CLARKE for your 1953 Reliant: instant h.p. exchanges.—275-9, High St., Acton, W.3. Acorn 6543 [C1018]

SLOCUMBER, Ltd.—New and used models often available, part exchanges (cars or motor cycles); h.p. terms.—Willesden 4869/5854 [C1103]

GODFREYS, Ltd., for Reliant Regal 3-wheelers at all depots including Bushwood Corner, Leytonstone, E.11. See display advertisements. [C1053-R]

CLAUDE RYE, Ltd., for your new Reliant; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 8174. [C1108/R]

MEETEN'S, Shannon Corner, New Malden (S110), for your new 1958 Reliant Regal coupe or hard top from stock; lists, demonstrations and tuition free; lowest and longest h.p. terms permissible; Relianta are a proven all-British product; from £435/5/6; deposit now reduced to £87/5/6 and 24 monthly payments of £17/6. [C1023]

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GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant House, 28-32, Highbury Corner, N.5. Nor. 2791. (Showrooms open 9-6 p.m. daily, Monday to Saturday.) [C1191/R]

FOR your new or 2nd-hand 3-wheeler King's of Oxford have a stock of new and second-hand models, immediate delivery, hire purchase arranged, no guarantors or references required; send for our list of used 3-wheelers, and details of our build up deposit scheme and payments insurance scheme which safeguards your payments in the event of accident, unemployment or sickness; almost anything taken in part exchange; 24 hours by post or 15 minutes in our showroom; your satisfaction guaranteed at—King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. Oxford 48458/9. [C1171]

RELIANT REGAL WANTED

GEORGE CLARKE pay most.—278, Brixton Hill, S.W.2. Tulsa Hill 3211. [W1019]

ROWLAND SMITH'S, the Reliant Regal buyers—Hampstead High St., London, N.W.3. Ham. 6041. [W1114-R]

GLANFIELD LAWRENCE (HIGHBURY), Ltd., Reliant distributors, offer top prices for Reliant cars and 3-wheeler vans; part exchanges or cash, our buyer will call if necessary.

RELIANT House, 28-32, Highbury Corner, N.5. Tel. North 2791-3. [W1191/R]

GLANFIELD LAWRENCE OF FINCHLEY require Reliant Regals for cash or part exchange against motor cycles, 3-wheelers or cars; existing h.p. accounts settled.—407/419, High Rd., Finchley, N.12. Tel. Pin. 0091-5. [W1044/R]

RELIANT REGAL SPARE PARTS

EVERYTHING for the famous Reliant three-wheelers; we hold the largest stock of Reliant spares and accessories in the country; immediate over-the-counter service or twenty-four hours by c.o.d.; full servicing facilities, stores open 9 a.m. to 6 p.m. Monday to Saturday.—Glanfield Lawrence, (Highbury), Ltd., Reliant House, 28-32, Highbury Corner, London, N.5. Tel. Nor. 2791. [S1191/R]

SCOOTACAR

MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery; call 23, Piccadilly, Gerrard 6055, 166, Holland Park Ave. (just by Shepherds Bush Green), 67, Goldsworth Rd., Woking 3251. [0333]

THREE-WHEELERS AND CARS WANTED

ROWLAND SMITH'S, the 3-wheeler buyers.—Hampstead High St. (Hampstead Tube), London, N.W.3. Open 9-7 week-days and Saturdays. Ham. 6041. [W1114/R]

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5/- DEPOSIT

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5/- terms—tyres up to £4.3s. cash. Over this, terms slightly more, accordingly.

Don't take risks.

Replace those worn tyres

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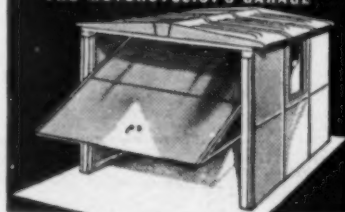
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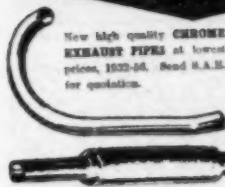
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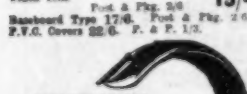
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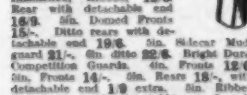
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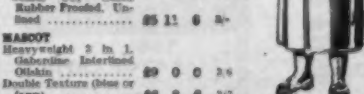
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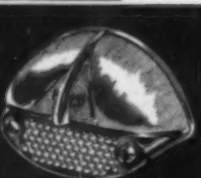
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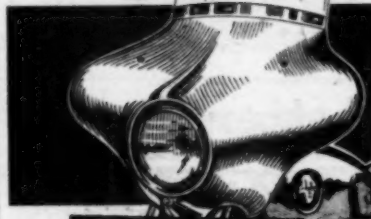
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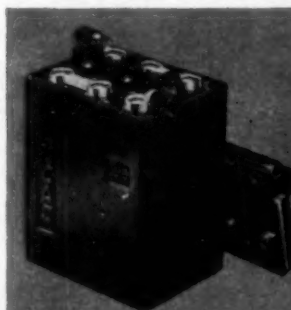
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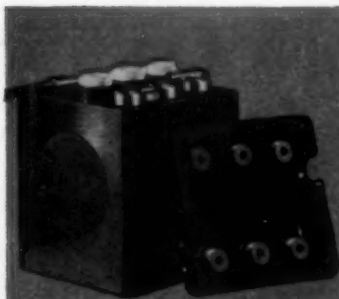
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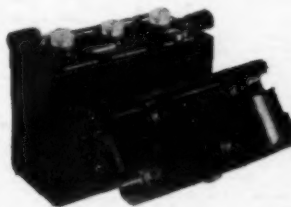
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